

PART 6

TRACK 1 INVESTMENTS BY COUNTY

CONTENTS

Part 6 gives project-level details for “Track 1” investments by county, excluding regional projects discussed earlier in Parts 1 and 2 and countywide projects. Track 1 of the RTP includes projects that can be funded with projected available revenues over the next 25 years. Track 1 project “fact sheets” provides details of project costs and funding, purpose, description, planning context, and other information.

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TRACK 1 INVESTMENTS

ALAMEDA COUNTY
ALAMEDA COUNTY-WIDE

PROJECT / PROGRAM

RTP Reference Number 21141

Project / Program Downtown Oakland intermodal transit center, focuses on streetscape improvements on Broadway

Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding \$8.2

Track 1 Funds \$3.0

 Total Project Cost \$11.2

PROJECT DETAILS

Purpose To improve and integrate bus, BART, bicycle, taxi, and pedestrian facilities in Downtown Oakland.

Description Streetscape improvements on Broadway (between 10th and 17th Streets) that will improve and integrate bus, BART, bicycle, taxi, and pedestrian facilities.

RTP Goals Mobility: improves integration of bus, BART, and bike/pedestrian facilities in Downtown Oakland. Community Vitality: improves the livability of the community.

Planning Context Included in Alameda sales tax plan, CMP, and CTP.

Alternatives Considered N/A

☒ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☒ In SalesTax Plan?

Project Status Not Begun

PSR Status Future

Environmental Status Exempt

Project Sponsor(s) Oakland

Project Complete and Operational by Year 2004

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
EASTSHORE-NORTH

PROJECT / PROGRAM

| | |
|-----------------------------|---|
| RTP Reference Number | 21119 |
| Project / Program | Extend Mandela Parkway (involves widening existing Yerba Buena Avenue from Horton Street to Hollis Street, and includes channelization and traffic signal improvements) |
| Notes | |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding \$0.0

Track 1 Funds \$2.8

Total Project Cost \$2.8

PROJECT DETAILS

| | | | |
|--------------------------------|---|--|---|
| Purpose | To provide congestion relief at Yerba Buena Ave/Hollis Street intersection. An on-going Mandela Parkway Extension project will provide a 4-lane facility from 32nd Street to Horton Street in Oakland, connecting to the existing Yerba Buena Ave, which is a 2-lane city street. | Description | This project will widen existing Yerba Buena Ave from Horton Street to Hollis Street. It will widen the street by one lane to be used as a left turn lane and left turn pocket for the intersection at Yerba Buena Ave/Hollis Street. A traffic signal will be provided at this intersection. |
| RTP Goals | Mobility: provides street improvements, including widening, channelization, and signalization, to improve traffic flow. | Planning Context | In CTP, CMP. |
| Alternatives Considered | Option 1: Provide traffic signal at Yerba Buena Ave/Hollis Street only. Option 2: Modify curb return for truck turn and provide traffic signal at Yerba Buena Ave/Hollis Street. . | <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? | |
| | | Project Status | Design and ROW |
| | | PSR Status | Not Required |
| | | Environmental Status | Completed |
| | | Project Sponsor(s) | Oakland |
| | | Project Complete and Operational by Year | 2003 |

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
EASTSHORE-NORTH

PROJECT / PROGRAM

RTP Reference Number 21134

Project / Program Rapid Bus Transit (RBT) in San Pablo Avenue corridor

Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$5.5 |
| Total Project Cost | \$5.5 |

PROJECT DETAILS

Purpose To provide a fast, convenient transit alternative in one of the more heavily traveled corridors of our service area. The service will be a Bus Rapid Transit model.

Description To implement Bus Rapid Transit along the San Pablo corridor starting in downtown Oakland and continuing into Contra Costa County.

RTP Goals Mobility: improves transit speeds and frequencies; Environment: improves transit services; Equity: improves transit services in predominately low-income area.

Planning Context Included in CMP, CTP, sales tax plan, and Blueprint.

Alternatives Considered N/A

☒ In Congestion Mgt Plan? ☒ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☒ In SalesTax Plan?

Project Status Environmental

PSR Status Completed

Environmental Status Underway

Project Sponsor(s) AC Transit

Project Complete and Operational by Year 2006

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
EASTSHORE-NORTH

PROJECT / PROGRAM

| | |
|-----------------------------|--|
| RTP Reference Number | 21142 |
| Project / Program | Intermodal transit improvements at the Emeryville Amtrak Station (includes parking garage) |
| Notes | Remaining phases to be funded in Blueprint |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|-------|
| Existing Funding | \$4.6 |
| Track 1 Funds | \$3.0 |
| Total Project Cost | \$7.6 |

PROJECT DETAILS

| | | | |
|--------------------------------|--|---|--|
| Purpose | To provide a transit center with a parking garage for public parking. | Description | Provide 340 parking spaces for Amtrak customers, public, bus, taxi, and shuttle bus in a central location immediately north of the Amtrak Station. |
| RTP Goals | Mobility: provides transit center parking as a way to expand ridership on Capitol Corridor. | Planning Context | Included in CMP and CMP. |
| Alternatives Considered | <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? | | |
| | | Project Status | Design and ROW |
| | | PSR Status | Underway |
| | | Environmental Status | Exempt |
| | | Project Sponsor(s) | Amtrak; Emeryville; Capitol Corridor JPB |
| | | Project Complete and Operational by Year | 2003 |

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
EASTSHORE-NORTH

PROJECT / PROGRAM

| | |
|-----------------------------|---|
| RTP Reference Number | 21143 |
| Project / Program | I-80/Ashby-Shellmound interchange modifications, involves construction of two roundabouts and a separate bike-pedestrian overcrossing |
| Notes | Remaining phases to be funded in Blueprint |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|-------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$8.0 |
| Total Project Cost | \$8.0 |

PROJECT DETAILS

| | | | | |
|---|--|---|--|--|
| Purpose | To convert the existing interchange to a full service interchange which provides all movements to and from I-80 to and from Ashby Avenue and Shellmound Street. The project also includes pedestrian-bicycle access across the freeway, connecting the Bay Trail on frontage road with Shellmound Street. | Description | The "missing vehicular movements" not provided in the existing interchange include: (1) allowing westbound I-80 traffic to exit at the interchange and connect to Shellmound southbound, and (2) allowing northbound Shellmound traffic to access I-80 westbound. This project also provides pedestrian/bicycle access to the Bay Trail on frontage road and access to Aquatic Park and Shellmound Street on the east side of the freeway. | |
| RTP Goals | Mobility: reduces congestion at the Powell Street interchange and at University Avenue interchange by converting Ashby interchange to a full service interchange for vehicles, pedestrians and bicyclists. | Planning Context | Included in CTP and CMP. | |
| Alternatives Considered | Project alternatives studied in PSR approved by Caltrans in July 1999. A value engineering analysis, sponsored by Caltrans, resulted in a recommendation of the round-about solution, which was not one of the alternatives in the PSR. The PSR alternatives were more standard interchange modifications which also provided a full service interchange but included traffic signals. | <div><div><input type="checkbox"/> In Congestion Mgt Plan?</div><div><input checked="" type="checkbox"/> In Countywide Plan?</div><div><input type="checkbox"/> In SalesTax Plan?</div></div> <div><div><input type="checkbox"/> In MTC's Blueprint?</div><div><input type="checkbox"/> In Traffic Congestion Relief Program?</div></div> | | |
| <div><div>Project Status</div><div>PSR Status</div><div>Environmental Status</div><div>Project Sponsor(s)Emeryville</div><div>Project Complete and Operational by Year0</div></div> | | | | |

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
EASTSHORE-NORTH

PROJECT / PROGRAM

RTP Reference Number 21144

Project / Program I-80/Gilman Avenue interchange improvements (includes roundabouts)

Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$1.5 |
| Total Project Cost | \$1.5 |

PROJECT DETAILS

Purpose To build roundabouts at the I-80/Gilman interchanges for solving the congestion and access problems.

Description STOP signs currently control the ramps and frontage roads at their intersections with Gilman Street, while traffic on Gilman Street is uncontrolled. During peak travel times congestion occurs and drivers entering Gilman Street must negotiate a complex series of conflict points because of competing turning movements. Building roundabouts at the I-80/Gilman interchanges will facilitate the traffic flows, relieve congestion, and reduce the traffic accidents.

RTP Goals Mobility and Safety: improves vehicle movement flow and safety at freeway onramps and offramps.

Planning Context Included in CMP and CTP.

Alternatives Considered No build, conventional interchanges with traffic signals, or roundabouts

☒ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Underway

Environmental Status Future

Project Sponsor(s) Berkeley

Project Complete and Operational by Year 2005

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
EASTSHORE-NORTH

PROJECT / PROGRAM

RTP Reference Number 21357

Project / Program Capitol Corridor Phase 1 expansion (for 16 daily round trips)

Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|----------------|
| Existing Funding | \$28.0 |
| Track 1 Funds | \$98.0 |
| Total Project Cost | \$126.0 |

PROJECT DETAILS

Purpose To expand Capitol Corridor heavy rail service to 16 round trips daily.

Description Provide hourly service along the Capitol Corridor route. Existing track infrastructure allows 4 round trips per day between San Jose and Oakland and 9 round trips per day between Oakland and Solano. This project adds second, third, and fourth tracks where necessary, crossovers, and modifications to grade crossings as required to allow for additional track and safety.

RTP Goals Mobility, Equity, Environment, and Safety: adds additional rail service to meet regional transit needs, provides opportunities to increase transit ridership, and allows for safe operations of rail system.

Planning Context Anticipated dates for various phases of this project range from FY 2003 to FY 2010. Union Pacific Railroad is the primary design and engineering entity.

Alternatives Considered N/A

☐ In Congestion Mgt Plan? ☒ In MTC's Blueprint?
☐ In Countywide Plan? ☒ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Not Required

Environmental Status Future

Project Sponsor(s) Capitol Corridor Joint Powers Authority

Project Complete and Operational by Year 2010

TRACK 1 INVESTMENTS

ALAMEDA COUNTY

DELTA

PROJECT / PROGRAM

| | |
|----------------------|--|
| RTP Reference Number | 21139 |
| Project / Program | Vasco Road safety improvements (Alameda County portion only) |
| Notes | 2000 Traffic Congestion Relief Program project |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$12.5 |
| Track 1 Funds | \$1.4 |
| Total Project Cost | \$13.9 |

PROJECT DETAILS

| | | | |
|--------------------------------|--|--|--|
| Purpose | To provide a safer roadway along this congested roadway for motorists travelling between Contra Costa and Alameda Counties. | Description | This project is located on Vasco Road in Alameda County starting at a point approximately 1.8 miles north of Livermore city limit to the recently reconstructed Vasco Road approximately 1.6 miles south of the Contra Costa County line. Proposed improvements include a new alignment and grade as well as shoulder widening. Vasco Road is designated as an arterial roadway. |
| RTP Goals | Mobility, Safety: improves traffic flow and safety along roadway. | Planning Context | Included in 1998 Regional Transportation Plan. 2001 Countywide Transportation Draft Plan Tier 1, CMP, and Project 27 in 2000 TCRP. |
| Alternatives Considered | There were three project alternatives defined and analyzed in the PSR: 1) Straight Alignment Basic Profile, 2) Straight Alignment High Profile, and 3) Reverse Curves Alignment. | <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input checked="" type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input checked="" type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? | |
| | | Project Status | Environmental |
| | | PSR Status | Completed |
| | | Environmental Status | Underway |
| | | Project Sponsor(s) | Alameda County; Contra Costa Transportation Authority; Alameda County CMA |
| | | Project Complete and Operational by Year | 2006 |

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
TRI-VALLEY

PROJECT / PROGRAM

RTP Reference Number 21105

Project / Program Isabel Avenue/Route 84/I-580 partial interchange construction (Phase 1)

Notes 2000 Measure B sales tax project

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$40.2 |
| Track 1 Funds | \$27.0 |
| Total Project Cost | \$67.2 |

PROJECT DETAILS

Purpose To provide a direct connection of Isabel Avenue (future Route 84) with I-580. This will benefit commuters from Livermore, San Joaquin and East Contra Costa Counties travelling to Silicon Valley. It will also benefit the community by reducing traffic congestion and trucks from downtown Livermore and will help support Livermore's General Plan.

Description This project, located in Livermore approximately 1 mile east of Airway Boulevard, will construct a partial cloverleaf interchange on I-580 at the extension of Isabel Avenue (future Route 84). It will also extend Isabel Avenue north of I-580 to the extension of Portola Avenue, remove the on and offramps on I-580 at Portola Avenue, and extend Portola Avenue to intersect with Isabel Avenue north of I-580.

RTP Goals Mobility: improves access from I-580 to Route 84, a major commute route; Economic Vitality: improves significant freight route; Community Vitality: reduce congestion in downtown Livermore.

Planning Context Included in Alameda County's 20-Year Transportation Expenditure Plan (July 2000), CMP, Countywide Transportation Plan (2001 update), City of Livermore General Plan (March 2000 Update), and Project Study Report (October 1995).

Alternatives Considered East and West alignment alternatives are being studied in the environmental document.

☒ In Congestion Mgt Plan? ☒ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☒ In SalesTax Plan?

Project Status Environmental

PSR Status Completed

Environmental Status Underway

Project Sponsor(s) Livermore; CalTrans

Project Complete and Operational by Year 2006

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
TRI-VALLEY

PROJECT / PROGRAM

RTP Reference Number 21113

Project / Program Widen Dublin Boulevard from 4 lanes to 6 lanes from Village Parkway to Sierra Court

Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------------|
| Existing Funding | \$3.0 |
| Track 1 Funds | \$1.0 |
| Total Project Cost | \$4.0 |

PROJECT DETAILS

Purpose To reduce congestion particularly at signalized intersections and to improve traffic flow. Dublin Boulevard is Dublin's main east-west arterial parallel to I-580. This project is Phase 2 of the City's plan to widen Dublin Boulevard from 4 to 6 lanes.

Description This project will widen Dublin Boulevard from 4 to 6 lanes between Village Parkway and Sierra Court located in the city of Dublin. It also includes the widening of the bridge over Alamo Canal, reconstruction of the canal lining under the bridge, upgrading of the signals at the intersections of Clark Avenue and at Sierra Court, and signal interconnect and landscaping.

RTP Goals Mobility: reduces congestion and improves traffic flow.

Planning Context This project is consistent with the Alameda Countywide Transportation Plan adopted in May 1999 and the 1999 Alameda County Congestion Management Program

Alternatives Considered The only other alternative considered was the "No Project" alternative. This alternative was not considered because it will not reduce traffic congestion.

☒ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Design and ROW

PSR Status Completed

Environmental Status Completed

Project Sponsor(s) Dublin

Project Complete and Operational by Year 2002

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
TRI-VALLEY

PROJECT / PROGRAM

| | |
|-----------------------------|---|
| RTP Reference Number | 21116 |
| Project / Program | Widen I-580 to add an HOV lane in each direction from west of Tassajara Road in Pleasanton to east of Vasco Road in Livermore (initial segment) |
| Notes | Assumes \$60 million in state ITIP funding. |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding \$33.0

Track 1 Funds \$60.0

Total Project Cost \$93.0

PROJECT DETAILS

| | | | |
|--------------------------------|---|--|--|
| Purpose | To reduce congestion, encourage HOV usage, reduce single-occupancy trips, complement multiple interchange improvements on I-580 corridor, accommodate mass transit services, and improve safety. | Description | Construct eastbound and westbound HOV lanes on I-580 from west of Tassajara Road in Pleasanton to east of Vasco Road in Livermore. |
| RTP Goals | Mobility and Safety: provides safety improvements and results in travel time savings through HOV lanes. | Planning Context | Included in CMP (for right-of-way only), CTP, sales tax plan, and TCRP. |
| Alternatives Considered | Three project alternatives are being considered along with the No-Build alternative. All three would provide HOV lanes on I-580. However, two of the three alternatives would not provide adequate median width to accommodate a rail facility in the future. | <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input checked="" type="checkbox"/> In Traffic Congestion Relief Program? <input checked="" type="checkbox"/> In SalesTax Plan? | |
| | | Project Status | Environmental |
| | | PSR Status | Underway |
| | | Environmental Status | Future |
| | | Project Sponsor(s) | Caltrans |
| | | Project Complete and Operational by Year | 2010 |

TRACK 1 INVESTMENTS

ALAMEDA COUNTY

TRI-VALLEY

PROJECT / PROGRAM

| | |
|----------------------|---|
| RTP Reference Number | 21130 |
| Project / Program | East Dublin/Pleasanton BART Station transit village, includes construction of parking structure |
| Notes | |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|--------------------|--------|
| Existing Funding | \$18.7 |
| Track 1 Funds | \$3.3 |
| Total Project Cost | \$22.0 |

PROJECT DETAILS

| | | | |
|------------------|---|-------------------------|--|
| Purpose | To construct a parking structure, with a net increase of 500 spaces, at the East Dublin/Pleasanton BART Station. Will allow for the creation of a walkable, mixed use neighborhood, complete with upwards of 1,500 units of high density housing near a BART station. | Description | The development of a transit center at the East Dublin/Pleasanton BART Station is dependent upon the structuring of the parking facilities on the Dublin side of the Station. Any construction of a parking garage at this station will include approximately 500 spaces which would otherwise be required to be located at the future West Dublin/Pleasanton Station site (placing a financial burden on the West Dublin/Pleasanton Station project which would make that project impossible to construct). |
| RTP Goals | Mobility: improves access to transit services. Community vitality: supports creation of a walkable mixed use neighborhood around BART station. | Planning Context | Included in the Alameda County Congestion Management Agency's 2001 CTP and CMP. |

Alternatives Considered

- ☒ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

| | |
|--|----------------------|
| Project Status | Environmental |
| PSR Status | Not Required |
| Environmental Status | Underway |
| Project Sponsor(s) | Alameda County; BART |
| Project Complete and Operational by Year | 2004 |

TRACK 1 INVESTMENTS

ALAMEDA COUNTY

TRI-VALLEY

PROJECT / PROGRAM

RTP Reference
Number 21133

Project / Program New West Dublin/Pleasanton BART Station

Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$34.2 |
| Track 1 Funds | \$8.8 |
| Total Project Cost | \$43.0 |

PROJECT DETAILS

Purpose To construct a new West Dublin-Pleasanton BART station in West Dublin/Pleasanton through a joint public and private venture, complete with transit oriented development surrounding the station. The private transit oriented development is proposed to consist of 160 market-rate residential units and a 240-room hotel in Dublin, and an approximately 167,000 square foot office building in Pleasanton.

Description The station will be situated on the active BART line between the East Dublin-Pleasanton and Castro Valley BART Stations in the median of I-580. The related transit improvements, such as the patron parking garages, kiss-ride and bus drop-offs will be located on both the north (Dublin) and south (Pleasanton) sides of the freeway on property owned by BART. The station will be connected to the parking structures by two pedestrian bridges, one traversing the north side of the freeway and the other traversing the south side.

RTP Goals Mobility: improves access to transit services; Community Vitality: creates a transit-oriented development around the BART station.

Planning Context Included in the Alameda County Congestion Management Agency's 2001 CTP, CMP, and Tier 2 of sales tax plan.

Alternatives Considered

☒ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☒ In SalesTax Plan?

Project Status Environmental

PSR Status Completed

Environmental Status Completed

Project Sponsor(s) BART

Project Complete and Operational by Year 2006

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
TRI-VALLEY

PROJECT / PROGRAM

RTP Reference
Number 21151

Project / Program LAVTA maintenance/operations facility

Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$14.0 |
| Track 1 Funds | \$4.0 |
| Total Project Cost | \$18.0 |

PROJECT DETAILS

| | | | |
|--------------------------------|--|-------------------------|--|
| Purpose | To construct a new maintenance and operations facility for LAVTA operations. | Description | New maintenance/operations facility - additional information to come. |
| RTP Goals | Mobility: provides remote facility for LAVTA transit operations. | Planning Context | Included in CMP and CTP. |
| Alternatives Considered | N/A | | <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? |
| | | | Project Status PSR Status Environmental Status Project Sponsor(s) LAVTA Project Complete and Operational by Year 0 |

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
TRI-VALLEY

PROJECT / PROGRAM

| | |
|-----------------------------|--|
| RTP Reference Number | 21885 |
| Project / Program | BART/Tri-Valley Rail Extension (for right-of-way acquisition) |
| Notes | Assumes \$7 million from bridge tolls; remaining Track 1 commitments included in RTEP reserve funding (see Bay Area Region projects - Track 1) |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------|
| Existing Funding | \$57.0 |
| Track 1 Funds | \$23.0 |
| Total Project Cost | \$80.0 |

PROJECT DETAILS

| | | | |
|--------------------------------|---|---|--|
| Purpose | Acquire right-of-way for BART in median of I-580. | Description | Provide BART to Livermore, tBART, or express bus service along I-580 corridor - mode subject to ongoing study. |
| RTP Goals | Mobility: provide new transit services | Planning Context | Project is under study. Included in 2001 Alameda Countywide Transportation Plan. |
| Alternatives Considered | <div> <input type="checkbox"/> In Congestion Mgt Plan? <input checked="" type="checkbox"/> In MTC's Blueprint? </div> <div> <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? </div> <div> <input type="checkbox"/> In SalesTax Plan? </div> | | |
| | Project Status | Not Begun | |
| | PSR Status | Future | |
| | Environmental Status | Future | |
| | Project Sponsor(s) | BART; Alameda County Congestion Management Agency | |
| | Project Complete and Operational by Year | 2025 | |

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
TRI-VALLEY

PROJECT / PROGRAM

RTP Reference Number 94024

Project / Program Auto/truck separation lane at I-580/I-205 interchange

Notes Assumes \$5 million in state ITIP funding

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$55.0 |
| Track 1 Funds | \$5.0 |
| Total Project Cost | \$60.0 |

PROJECT DETAILS

Purpose To reduce truck and auto conflict at I-580 and I-205 interchange.

Description Provides for separate truck overpass and truck lane on I-580

RTP Goals Safety: removes truck and auto conflict on I-580; Economic Vitality: provides improved access on high volume goods movement corridor

Planning Context Included in CMP.

Alternatives Considered N/A

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?

☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?

☐ In SalesTax Plan?

Project Status Design and ROW

PSR Status Completed

Environmental Status Future

Project Sponsor(s) Caltrans

Project Complete and Operational by Year 2015

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
SUNOL GATEWAY

PROJECT / PROGRAM

RTP Reference Number 21112
 Project / Program Crow Canyon safety improvements
 Notes Additional improvements to be funded in Blueprint

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------------|
| Existing Funding | \$0.9 |
| Track 1 Funds | \$3.4 |
| Total Project Cost | \$4.3 |

PROJECT DETAILS

Purpose To improve safety and relieve congestion along this major regional arterial roadway for motorists traveling along the roadway between I-580 and I-680.

Description This roadway is an inter-county arterial roadway between Castro Valley in Alameda County and San Ramon in Contra Costa County. The existing roadway alignment has numerous curves and limited shoulder area, proposed improvements include shoulder widening and curve realignment. Crow Canyon Road is designated as an arterial roadway.

RTP Goals Mobility and Safety: improves roadway geometric and safety.

Planning Context 1998 Countywide Transportation Plan. 1999 Alameda County Congestion Management Program

Alternatives Considered The Project Development Phase will analyze various alternatives.

☒ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Future

Environmental Status Future

Project Sponsor(s) Alameda County;

Project Complete and Operational by Year 2007

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
SUNOL GATEWAY

PROJECT / PROGRAM

| | |
|----------------------|---|
| RTP Reference Number | 98139 |
| Project / Program | ACE station/track improvements in Alameda County, includes parking improvements at Vasco Road and downtown Livermore stations |
| Notes | Assumes \$17 million in state ITIP funding |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$22.2 |
| Track 1 Funds | \$37.0 |
| Total Project Cost | \$44.1 |

PROJECT DETAILS

| | | | |
|--------------------------------|--|---|---|
| Purpose | To improve ACE stations, parking, and tracks and provide operating funds. | Description | Improvements will occur on the ACE Route between San Joaquin County and Santa Clara County and the stops serving the ACE train. Includes Vasco Station parking Improvements (80-300 spaces), Downtown Livermore Station parking improvements (100-540 spaces), track siding improvements, operating funds, and other capital improvements. This service will provide up to 8 round trips per day. |
| RTP Goals | Mobility, Economic Vitality, Community Vitality, and Environment: provides improved transit service and opportunities for community development/redevelopment around stations. | Planning Context | Included in 2001 CTP, CMP, sales tax plan, Blueprint, and TCRP. |
| Alternatives Considered | N/A | <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input checked="" type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input checked="" type="checkbox"/> In Traffic Congestion Relief Program? <input checked="" type="checkbox"/> In SalesTax Plan? | |
| | | Project Status | Not Begun |
| | | PSR Status | Not Required |
| | | Environmental Status | Future |
| | | Project Sponsor(s) | Livermore; Alameda County CMA; San Joaquin Regional Rail Commission |
| | | Project Complete and Operational by Year | 2010 |

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
EASTSHORE-SOUTH

PROJECT / PROGRAM

| | |
|----------------------|--|
| RTP Reference Number | 21101 |
| Project / Program | Extend Tinker Avenue from Main Street to Webster Street/Constitution Way and construct College of Alameda Transit Center |
| Notes | |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$13.0 |
| Track 1 Funds | \$4.0 |
| Total Project Cost | \$17.0 |

PROJECT DETAILS

| | | | |
|--------------------------------|---|--|---|
| Purpose | To improve access and traffic circulation to west Alameda to facilitate the redevelopment of the former Naval Air Station. | Description | Extend Tinker Ave. from Main Street through the former Fleet Industrial supply center site to Webster St. and Constitution Way. Tinker Ave. would be constructed as a major (4-lane) arterial with bike lanes, sidewalk, traffic signals, left turn lanes and landscaping. Also, construct the Alameda Transit Center to serve major city bus routes; includes passenger shelters, transit information boards, and other passenger amenities. |
| RTP Goals | Mobility: improve access and traffic circulation to western portion of the City of Alameda (former Naval Air Station). | Planning Context | Project is part of the approved Naval Air Station EIR and Reuse Plan. Included in CMP and CTP. |
| Alternatives Considered | Three Alternatives are being considered in the Environmental document. The basic project is to create a connection to SR260. Alternatives are to determine best option to connecting to SR260. Project is currently under environmental review. | <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? | |
| | | Project Status | Environmental |
| | | PSR Status | Underway |
| | | Environmental Status | Underway |
| | | Project Sponsor(s) | Alameda; Oakland |
| | | Project Complete and Operational by Year | 2005 |

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
EASTSHORE-SOUTH

PROJECT / PROGRAM

| | |
|----------------------|---|
| RTP Reference Number | 21103 |
| Project / Program | Construct Central Avenue 4-lane overpass at Union Pacific Railroad (environmental and design phases only) |
| Notes | |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|--------------------|-------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$0.6 |
| Total Project Cost | \$0.6 |

PROJECT DETAILS

| | | | |
|--------------------------------|--|---|---|
| Purpose | To facilitate traffic flow along Central Avenue. Central Avenue serves as a regional bypass to I-880 and the Dumbarton Bridge toll booth backup during commute hours. This project will complete the environmental and engineering phases only for the construction of an overpass on Central Avenue at the Union Pacific Railroad tracks. | Description | Central Avenue is currently a four-lane arterial with a two-way left-turn lane in the vicinity of the Union Pacific Railroad tracks. This grade crossing is presently protected with warning devices (gates and cantilevered signals) and handles 15 daily passenger trains plus freight traffic and switching movements. Together, this train traffic results in considerable delays at this crossing. This project will construct a 4-lane overpass at this location. |
| RTP Goals | Mobility: reduce conflicting movements between automobile and truck traffic and railroad; Economic Vitality: improvements on significant truck freight route. | Planning Context | Included in CMP and CTP. |
| Alternatives Considered | The PSR has not yet been completed. The only alternate which will be considered is the "no build" alternate. | | <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? |
| | | Project Status | Not Begun |
| | | PSR Status | Underway |
| | | Environmental Status | Future |
| | | Project Sponsor(s) | Newark |
| | | Project Complete and Operational by Year | 2004 |

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
EASTSHORE-SOUTH

PROJECT / PROGRAM

| | |
|----------------------|--|
| RTP Reference Number | 21107 |
| Project / Program | 42nd Avenue/High Street access improvements to I-880 in Oakland, includes widening and realignment of local streets, connector roads, and ramps near interchange |
| Notes | |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding \$1.1

Track 1 Funds \$11.5

Total Project Cost \$12.6

PROJECT DETAILS

| | | | |
|--------------------------------|---|---|---|
| Purpose | To improve local access to I-880 freeway from Oakland and Alameda. | Description | Widening and new re-alignment of local streets, connector roads and ramps in the vicinity of the interchange. Includes modified traffic signals and intersection improvements. Limits of construction approximately 180 meters to the east and west of I-880 and near Howard Street and Alameda Avenue. |
| RTP Goals | Mobility: improved local access to freeway; Economic Vitality: improvement on significant truck freight route. | Planning Context | Included in CMP (for right-of-way only) and CTP. |
| Alternatives Considered | Alternatives considered for a more complicated and expensive realignment. Consideration was also given for doing nothing and leaving the situation as is. | | <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? |
| | | Project Status | |
| | | PSR Status | |
| | | Environmental Status | |
| | | Project Sponsor(s) | Caltrans; Oakland |
| | | Project Complete and Operational by Year | 0 |

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
EASTSHORE-SOUTH

PROJECT / PROGRAM

RTP Reference Number 21110
 Project / Program Route 260 to I-880 connection improvements between Alameda and Oakland
 Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------------|
| Existing Funding | \$0.3 |
| Track 1 Funds | \$1.7 |
| Total Project Cost | \$2.0 |

PROJECT DETAILS

Purpose To improve mobility on SR 260 between Alameda and Oakland, and to improve access from the Jack London District, Chinatown, downtown Oakland and Alameda to I-880/980. This is a development project to determine additional improvements needed to carry out the purposes of the 1998 RTP project # 98207.

Description The project elements will be defined in the development phase. Specific issues to be addressed are more direct access from Route 260 to I-880/I-980 north and southbound, improved traffic operations of I-880 at the ramp termini and I-980 split, provision of or enhancement to facilities which promote alternative modes including bike, water taxi, bus and car ferry.

RTP Goals Mobility: improves freeway onramp, offramp, and connection as well as improved TOS; Economic Vitality: improves significant freight movements.

Planning Context 1998 Alameda Countywide Plan, 1998 RTP, 2000CMP

Alternatives Considered Alternatives will be determined upon completion of the project PSR

☒ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☒ In SalesTax Plan?

Project Status Not Begun

PSR Status Underway

Environmental Status Future

Project Sponsor(s) Alameda; Oakland

Project Complete and Operational by Year 2010

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
EASTSHORE-SOUTH

PROJECT / PROGRAM

| | |
|-----------------------------|--|
| RTP Reference Number | 21111 |
| Project / Program | Capital Corridor mitigation for track work at Jack London Square |
| Notes | Assumes \$15 million in state ITIP funding |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------|
| Existing Funding | \$10.0 |
| Track 1 Funds | \$15.0 |
| Total Project Cost | \$25.0 |

PROJECT DETAILS

Purpose To mitigate the effects of increasing Capital Corridor intercity rail service through the Jack London District in Oakland. The benefits of the project will include upgraded and increased train service and the commensurate reduction in automobile trips.

Description The Capital Corridor plans to significantly increase its service. To accomplish this AMTRAK and UP need to re-activate the third rail that runs along Embarcadero through the Jack London District. This will result in significant impacts to both vehicle and pedestrian circulation within Jack London Square and throughout the district. The TCRP contains approximately \$10 million to complete the re-activation and provide any mitigations. This amount of funding will not come close to providing the magnitude of improvements that will be needed to mitigate the severe impacts to the circulation system. An additional \$15 million in ITIP funds is needed.

RTP Goals Mobility: increases transit service;
Community Vitality: mitigates impacts of increased train services on vehicles and pedestrian circulation in Jack London Square area.

Planning Context Included in CTP and TCRP.

Alternatives Considered The only alternative is for the Capital Corridor to forego increasing its service.

- ☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☒ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status

PSR Status Future

Environmental Status Future

Project Sponsor(s) Oakland; BART; AMTRAK

Project Complete and Operational by Year 2005

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
EASTSHORE-SOUTH

PROJECT / PROGRAM

| | |
|----------------------|--|
| RTP Reference Number | 21117 |
| Project / Program | Realign Langley Street (access point for Oakland International Airport North Field), includes reconstruction of Route 61 (Doolittle Drive) and new traffic signal at Route 61/Langley Street |
| Notes | |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|--------------------|-------|
| Existing Funding | \$1.5 |
| Track 1 Funds | \$1.0 |
| Total Project Cost | \$2.5 |

PROJECT DETAILS

| | | | |
|-------------------------|---|---|---|
| Purpose | To enhance access to Oakland International Airport North Field, which is a major hub of air cargo and general aviation activity in the Bay Area. One of only two existing access points to North Field, the unsignalized intersection of Langley St. and State Route 61 is currently operating at an unacceptable level of service (F). | Description | Design and construct the realignment of Langley St. (Oakland International Airport North Field), widen and reconstruct/resurface Route 61 (Doolittle Dr.) in the vicinity of Langley Street, and install a new traffic signal at the intersection of State Route 61 and Langley St. |
| RTP Goals | Mobility: improves access to Oakland International Airport North Field; Economic Vitality: improves to serve major hub of air cargo. | Planning Context | 2001 Alameda Countywide Transportation Plan |
| Alternatives Considered | N/A | <input type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? | |
| | | Project Status | Design and ROW |
| | | PSR Status | Completed |
| | | Environmental Status | Completed |
| | | Project Sponsor(s) | Port of Oakland |
| | | Project Complete and Operational by Year | 2002 |

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
EASTSHORE-SOUTH

PROJECT / PROGRAM

| | |
|-----------------------------|--|
| RTP Reference Number | 21118 |
| Project / Program | MacArthur BART Station intermodal transit village (includes replacement parking) |
| Notes | Assumes \$10 million in state ITIP funding |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------|
| Existing Funding | \$75.0 |
| Track 1 Funds | \$25.0 |
| Total Project Cost | \$100.0 |

PROJECT DETAILS

| | | | |
|------------------|--|-------------------------|--|
| Purpose | To reduce automobile trips and increase transit use by providing high density housing and mixed use development directly adjacent to BART. This is an intermodal facility and transit oriented development that will be located at one of BART's station hubs. | Description | MacArthur BART Intermodal Transit Village will occupy 10 acres and encompass what is now the MacArthur BART Station parking lot. The project will provide 500 to 800 high density housing units, office space, neighborhood serving retail, community facilities such as a childcare center and police substation, a new pedestrian plaza, bike station, and expansion of a medical center. It will be a future intermodal facility that will provide improved access for existing bus service including the Emery-go-Round, AC Transit, and shuttle buses to the major hospitals on "Pill Hill" and Kaiser. It will also improve pedestrian connections to the surrounding neighborhoods. |
| RTP Goals | Mobility: improves access to transit (BART Station); Community Vitality: supports development of a transit village at the BART Station; Equity: addresses transit and community livability needs of low-income neighborhood surrounding the BART station. | Planning Context | Included in CMP (for limited funds for comprehensive plan) and CTP. |

Alternatives N/A
Considered

- ☒ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status

PSR Status Future

Environmental Status Future

Project Sponsor(s) Oakland; BART

Project Complete and Operational by Year 2007

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
EASTSHORE-SOUTH

PROJECT / PROGRAM

RTP Reference Number 21120

Project / Program Widen Marina Boulevard from Alvarado Boulevard to San Leandro Boulevard

Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$1.6 |
| Total Project Cost | \$1.6 |

PROJECT DETAILS

Purpose To improve traffic flow along Marina Boulevard.

Description Widen Marina Boulevard between Alvarado and San Leandro Boulevard. This was planned to be a Measure B project, however, there was insufficient funding to complete this segment.

RTP Goals Mobility: improves traffic flow.

Planning Context Included in CMP and CTP.

Alternatives Considered None

☒ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Future

Environmental Status Exempt

Project Sponsor(s) Local Agency

Project Complete and Operational by Year 2003

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
EASTSHORE-SOUTH

PROJECT / PROGRAM

| | |
|----------------------|--|
| RTP Reference Number | 21121 |
| Project / Program | Widen Thornton Avenue from 2 lanes to 4 lanes between Gateway Boulevard and Hickory Street |
| Notes | |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|--------------------|-------|
| Existing Funding | \$2.0 |
| Track 1 Funds | \$2.0 |
| Total Project Cost | \$4.0 |

PROJECT DETAILS

Purpose To facilitate traffic flow on Thornton Avenue. Thornton Avenue serves as a regional bypass to I-880 and the Dumbarton Bridge toll booth backup during commute hours. This project will complete the environmental and engineering phases only for the widening of Thornton Avenue between Gateway Boulevard and Hickory Street to four lanes.

Description Thornton Avenue is currently a four-lane arterial north and south of the proposed project but narrows to two-lanes within this section. Thornton Avenue has an interchange directly north of the northerly limit of this project. This project will widen Thornton Avenue to 4-lanes within this two-lane section, a distance of approximately 5,050 feet.

RTP Goals Mobility: improves traffic flow; Economic Vitality: improves a significant freight route to facilitate better goods movement

Planning Context Included in CMP and CTP.

Alternatives Considered The PSR has not yet been completed. The only alternate which will be considered is the "no build" alternate.

- ☒ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Underway

Environmental Status Future

Project Sponsor(s) Newark

Project Complete and Operational by Year 2006

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
EASTSHORE-SOUTH

PROJECT / PROGRAM

| | |
|-----------------------------|--|
| RTP Reference Number | 21122 |
| Project / Program | Widen and reconstruct Route 262/ Warren Avenue/ I-880 interchange and East Warren Avenue/UPRR grade separation |
| Notes | Assumes \$20 million in state ITIP funding |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding \$120.8

Track 1 Funds \$40.0

Total Project Cost \$160.8

PROJECT DETAILS

| | | | |
|--------------------------------|--|---|---|
| Purpose | To separate regional traffic traveling from I-680 (Sunol Grade) to I-880 from local traffic, provide a direct link across I-880 for local traffic, and provide the final HOV link within the I-880 corridor in Alameda County. | Description | The existing interchange at I-880 and Mission Boulevard will be reconstructed and I-880 will be widened from the interchange to the Santa Clara County line. The project includes an overcrossing of I-880 for Warren Avenue and grade separation along Warren at the UPRR. |
| RTP Goals | Mobility and Safety: separates local and regional conflicting movements; Economic Vitality: improves freight movement. | Planning Context | Included in CMP and CTP. |
| Alternatives Considered | N/A | <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input checked="" type="checkbox"/> In SalesTax Plan? | |
| | | Project Status | Environmental |
| | | PSR Status | Completed |
| | | Environmental Status | Underway |
| | | Project Sponsor(s) | City of Fremont; CalTrans; ACTA |
| | | Project Complete and Operational by Year | 2005 |

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
EASTSHORE-SOUTH

PROJECT / PROGRAM

| | |
|----------------------|---|
| RTP Reference Number | 21124 |
| Project / Program | Widen Union City Boulevard from 4 lanes to 6 lanes from Paseo Padre in Fremont to Industrial Parkway in Hayward |
| Notes | |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|--------------------|--------|
| Existing Funding | \$8.0 |
| Track 1 Funds | \$2.0 |
| Total Project Cost | \$10.0 |

PROJECT DETAILS

| | | | |
|--------------------------------|---|---|---|
| Purpose | To provide a reliever route to I-880. Union City Blvd. is the major north-south located west of I-880, is parallel to I-880, and is used as a major access route to both the Dumbarton and San Mateo Bridges. Union City Blvd. becomes Hesperian Blvd. in Hayward and Ardenwood Blvd. in Fremont. In Fremont, Ardenwood Blvd. is already six-lanes. The need for Union City Blvd./Hesperian Blvd. to be six-lanes north of Industrial Parkway is not required since a significant amount of traffic feed Industrial Parkway in route to the San Mateo Bridge. | Description | Union City Blvd. is a four-lane roadway through the city. A majority of this 4.5 mile roadway was recently constructed by adjacent residential developers, who preserved right-of-way for the ultimate six lane facility. The existing structures at Alameda County Flood Control channel and at Alameda Creek will need to be widened. |
| RTP Goals | Mobility: widens street to improve traffic flow and access to Dumbarton and San Mateo Bridges. | Planning Context | Alameda County CMA is currently studying this corridor as part of the I-880 SMART corridor study. Union City Blvd. has been identified as a "high priority" regional bicycle route on the recently published Draft County Wide Bike Plan. |
| Alternatives Considered | Widen the freeways and local corridors. | | <input type="checkbox"/> In Congestion Mgt Plan? <input checked="" type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? |
| | | Project Status | Not Begun |
| | | PSR Status | Not Required |
| | | Environmental Status | Future |
| | | Project Sponsor(s) | Fremont; Union City |
| | | Project Complete and Operational by Year | 2007 |

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
EASTSHORE-SOUTH

PROJECT / PROGRAM

RTP Reference Number 21131
 Project / Program BART-Oakland International Airport connector
 Notes Assumes \$45 million in state ITIP funding

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|----------------|
| Existing Funding | \$112.0 |
| Track 1 Funds | \$120.0 |
| Total Project Cost | \$232.0 |

PROJECT DETAILS

Purpose To create a seamless transit link between BART, Amtrak, and the expanded Oakland International Airport. Growth in air travel and increasing highway and roadway congestion amplifies the demand for alternative modes to reach the Airport. The Connector is expected to carry 5.7 million annual transit passengers by 2020.

Description The project is a 3.2 mile long Automated Guideway Transit (AGT) system running on an exclusive right-of-way along the Hegenberger Road corridor between the Coliseum BART and the planned Coliseum Amtrak Stations and the Oakland International Airport. Separate from street traffic, the exclusive right-of-way allows reliable service and a reduced travel time of roughly six minutes. In addition to the two end stations for the AGT, the system can accommodate up to two intermediate stations at sites identified by the City of Oakland for economic development purposes.

RTP Goals Mobility: expands transit services and connectivity; Environment: improves transit services; Economic Vitality: supports air travel transportation facilities that serve the regional economy

Planning Context Included in the AlamedaCounty Congestion Management Agency's 2001 Countywide Transportation Plan, Alameda County Measure B Sales Tax Expenditure Plan, and CMP (for design and right-of-way).

Alternatives Considered Quality bus alternative and No Build.

☒ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☒ In SalesTax Plan?

Project Status Environmental

PSR Status Completed

Environmental Status Underway

Project Sponsor(s) BART; Oakland; Port of Oakland

Project Complete and Operational by Year 2007

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
EASTSHORE-SOUTH

PROJECT / PROGRAM

| | |
|-----------------------------|--|
| RTP Reference Number | 21136 |
| Project / Program | Rapid Bus Transit (RBT) in Oakland/Berkeley/San Leandro corridor (Phase 1) |
| Notes | Assumes \$111 million in federal discretionary Section 5309 bus funds |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------|
| Existing Funding | \$23.2 |
| Track 1 Funds | \$128.0 |
| Total Project Cost | \$151.2 |

PROJECT DETAILS

| | | | |
|--------------------------------|---|---|--|
| Purpose | To provide a fast, convenient transit alternative in one of the most heavily traveled corridors of our service area. | Description | This project implements Bus Rapid Transit or alternative mode technology on the Oakland/Berkeley/San Leandro Corridor. |
| RTP Goals | Mobility: improves transit quality (frequency, speed, reliability, quality of ride); Environment: improves transit services; Equity: serves predominantly lower-income community. | Planning Context | Included in CMP (for limited funds), CTP, and sales tax plan. |
| Alternatives Considered | Alternative not yet selected. | <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input checked="" type="checkbox"/> In SalesTax Plan? | |
| | | Project Status | Environmental |
| | | PSR Status | Underway |
| | | Environmental Status | |
| | | Project Sponsor(s) | ACCMA |
| | | Project Complete and Operational by Year | 2008 |

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
EASTSHORE-SOUTH

PROJECT / PROGRAM

| | |
|-----------------------------|--|
| RTP Reference Number | 21138 |
| Project / Program | San Leandro BART Station transit village (Phase 1); includes parking structure, kiss-and-ride and bus improvements |
| Notes | Remaining phases to be funded in Blueprint |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding \$0.0

Track 1 Funds \$10.9

Total Project Cost \$10.9

PROJECT DETAILS

| | | | |
|------------------|--|-------------------------|--|
| Purpose | To facilitate the development of high density housing adjacent to the San Leandro BART station by constructing a parking structure, kiss-and-ride, and bus improvements. | Description | In order to build the high density housing adjacent to the BART station, the existing off-street BART parking and BART related parking in the adjacent neighborhood needs to be relocated. This project will provide for the displaced parking on property currently owned and used by BART for parking. |
| RTP Goals | Mobility: improves access to transit services; Economic and Community Vitality: supports development of high density housing adjacent to BART station. | Planning Context | Included in Tier 2 of CTP. |

Alternatives none
Considered

- ☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Not Required

Environmental Status Future

Project Sponsor(s) San Leandro

Project Complete and Operational by Year 2004

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
EASTSHORE-SOUTH

PROJECT / PROGRAM

RTP Reference Number 21140
 Project / Program Westbound I-580 to new Route 238 (Hayward Bypass) connection
 Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$8.8 |
| Total Project Cost | \$8.8 |

PROJECT DETAILS

Purpose To provide direct access to the Hayward Bypass, improve traffic circulation, and reduce congestion and accidents. In conjunction with the Bypass and the EB I-580 and SB I-238 connections projects, this project will provide relief for I-238 and I-880 and reduce congestion in Downtown Hayward.

Description This project constructs a connector (flyover) from westbound I-580 southbound Route 238 Hayward Bypass. Project is a separate project from the Route 238 Hayward Bypass.

RTP Goals Mobility: improves freeway-to-freeway access.

Planning Context Included in CTP.

Alternatives Considered N/A

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun
 PSR Status Completed
 Environmental Status Completed
 Project Sponsor(s) Caltrans; Hayward
 Project Complete and Operational by Year 2014

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
EASTSHORE-SOUTH

PROJECT / PROGRAM

RTP Reference Number 21495

Project / Program Joint Intermodal Terminal -Port of Oakland access improvements (Phase 1)

Notes Assumes \$30 million in state ITIP funding

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$12.0 |
| Track 1 Funds | \$30.0 |
| Total Project Cost | \$42.0 |

PROJECT DETAILS

| | | | |
|--------------------------------|---|---|--|
| Purpose | To improve ship to rail freight container transfers and reduce truck traffic on I-80. | Description | This project provides access improvements to the Port of Oakland Joint Intermodal Terminal and/or full service truck stop. |
| RTP Goals | Mobility: reduces congestion; Economic Vitality: improves freight movement | Planning Context | Included in CTP. |
| Alternatives Considered | N/A | <input type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? | |
| | | Project Status PSR Status Environmental Status Project Sponsor(s) Project Complete and Operational by Year 0 | |

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
EASTSHORE-SOUTH

PROJECT / PROGRAM

| | |
|-----------------------------|---|
| RTP Reference Number | 94032 |
| Project / Program | Route 238 (Hayward Bypass): 4-lane expressway from Harder to Industrial Parkway (Stages 2 and 3) |
| Notes | Stage 1 is fully funded as a 1986 Measure B sales tax project; however, project is currently under court and Caltrans review. |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$76.6 |
| Total Project Cost | \$76.6 |

PROJECT DETAILS

| | | | |
|--------------------------------|---|--|---|
| Purpose | In association with Stage 1 (4 lane expressway from I-580 to Harder), to provide a bypass of Foothill Blvd., Hayward's major north-south downtown arterial, and a reliever route for I-880. | Description | This project constructs a 4 lane expressway on new alignment between Harder Rd. and Industrial Parkway. Project will include off and onramps at Harder Rd., Tennyson Rd., and Industrial Parkway. Stage 2 is from Harder to Tennyson, and Phase 3 is from Tennyson to Industrial. |
| RTP Goals | Mobility: provides for better north-south traffic flow in the I-880 corridor. | Planning Context | Included in Route 238 Hayward Bypass EIS and supporting technical studies, 2001 CWTP and CMP. |
| Alternatives Considered | All alternatives were fully studied in Final EIS/R, including a 6-lane expressway, a 6-lane freeway, no build, a modified 6-lane freeway, a 4-lane expressway alternative (D Street ramps) and the Preferred Alternative (4-lane expressway with no D Street ramps) | <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? | |
| | | Project Status | Environmental |
| | | PSR Status | Completed |
| | | Environmental Status | Completed |
| | | Project Sponsor(s) | Caltrans; ACTA: Hayward |
| | | Project Complete and Operational by Year | 2012 |

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
EASTSHORE-SOUTH

PROJECT / PROGRAM

RTP Reference Number 98207
 Project / Program I-880/Broadway-Jackson interchange improvements (Phase 1)
 Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$14.0 |
| Track 1 Funds | \$10.5 |
| Total Project Cost | \$24.5 |

PROJECT DETAILS

Purpose To improve access, traffic circulation, weaving, and other operational parameters to and from the areas of Downtown Oakland, the Jack London Square, the Chinatown, and the City of Alameda through the Webster/Posey Tubes (Route 260/61).

Description The project consists of 5 distinct elements:(1) A new I-880 S/B Off Ramp to 5th Street at Martin Luther King Junior Way (MLK); (2) Improve the I-880 N/B Jackson St. onramp, and eliminate the crossover to N/B I-880 Broadway Off Ramp; (3) Dual Lefts from S/B Broadway St.; (4) Improve Existing Traffic Operation System (TOS); (5) Improve Signage. This project is Phase 1.

RTP Goals Mobility: improves mobility of persons and freight by reducing delay; Economic Vitality: expends infrastructure investment to improve mobility.

Planning Context 1998 Alameda Countywide Plan, 1998 RTP, 2000 CMP

Alternatives Considered Two Alternatives: Build Alternative includes 5 elements as indicated above; and No build alternative. Project is currently under environmental review.

☒ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☒ In SalesTax Plan?

Project Status Environmental
PSR Status Completed
Environmental Status Underway
Project Sponsor(s) Alameda; Oakland
Project Complete and Operational by Year 2008

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
FREMONT-SOUTH BAY

PROJECT / PROGRAM

RTP Reference Number 21114

Project / Program Rail grade separations at Washington Boulevard/Paseo Padre Parkway at Union Pacific Railroad in Fremont

Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$52.0 |
| Track 1 Funds | \$7.5 |
| Total Project Cost | \$59.5 |

PROJECT DETAILS

Purpose To eliminate six at grade railroad crossings and provide a corridor for the extension of BART. By facilitating the BART extension, this project will benefit the second (I-680) and third (I-880) most congested corridors in Alameda County and the Bay Area. In the near term, it will also reduce congestion on City streets and be a safety enhancement.

Description The project will construct an underpass on Paseo Padre Parkway at the railroad tracks and an overpass at Washington Boulevard, where each of these streets cross the railroad tracks. The project will include relocation of approximately 2 miles of railroad tracks to reduce the size of the grade separation structures and provide a better alignment for the BART extension to cross the tracks near Central Park.

RTP Goals Mobility and Safety: reduces conflicting movements between autos and railroad and reduce traffic congestion. Economic Vitality: improves significant truck freight route.

Planning Context Environmental permits and Studies phase has been completed. PS&E phase is underway. Included in CMP, CTP, sales tax plan, Blueprint, and TCRP.

Alternatives Considered none

☒ In Congestion Mgt Plan? ☒ In MTC's Blueprint?
☒ In Countywide Plan? ☒ In Traffic Congestion Relief Program?
☒ In SalesTax Plan?

Project Status Design and ROW

PSR Status Completed

Environmental Status Exempt

Project Sponsor(s) City of Fremont

Project Complete and Operational by Year 2006

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
FREMONT-SOUTH BAY

PROJECT / PROGRAM

| | |
|----------------------|---|
| RTP Reference Number | 21123 |
| Project / Program | Union City Intermodal Station (Phase 2), includes 19 bus bays and a kiss and ride loop road |
| Notes | Remaining phases to be funded in Blueprint |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|--------------------|-------|
| Existing Funding | \$3.9 |
| Track 1 Funds | \$2.0 |
| Total Project Cost | \$5.9 |

PROJECT DETAILS

| | | | |
|--------------------------------|---|--|--|
| Purpose | To enhance the Intermodal Station at Union City BART Station, which currently provides connections with BART, AC Transit, Union City Transit and Dumbarton Express. Phase 1 creates a two-sided entry BART Station and provides future possible direct regional rail connections. Phase 2 provide a dedicated busway separated by automobile traffic. This transit facility will be located on the existing BART transit center location. | Description | AC Transit, Union City Transit and Dumbarton Express will have access to 19 bus bays, including four 60 feet articulated coaches and two 50 feet coaches. The transit facility will also include a drivers' building, shelters, benches and other transit amenities. In addition to the transit facility, a kiss-and-ride loop road will be constructed to provide autos, taxis, paratransit and shuttles direct access to the BART station, while providing a necessary separation from bus operations. |
| RTP Goals | Mobility: improves transit connections and access to transit/intermodal station. Environment: improves transit services. | Planning Context | Included in CMP, CTP, sales tax plan, and Blueprint. |
| Alternatives Considered | N/A | <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input checked="" type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input checked="" type="checkbox"/> In SalesTax Plan? | |
| | | Project Status | Environmental |
| | | PSR Status | Not Required |
| | | Environmental Status | Exempt |
| | | Project Sponsor(s) | BART; AC Transit; Union City |
| | | Project Complete and Operational by Year | 2005 |

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
FREMONT-SOUTH BAY

PROJECT / PROGRAM

RTP Reference Number 21125

Project / Program Route 84 southbound HOV extension from Newark Boulevard to I-880

Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$4.0 |
| Total Project Cost | \$4.0 |

PROJECT DETAILS

Purpose To reduce delay suffered by carpools approaching the start of the existing HOV lane at Newark Blvd. HOVs receive advantages over mixed flow traffic, encouraging the formation of more carpools.

Description Project limits are between Newark Blvd. and I-880. Extend the existing HOV lane on Route 84 within the project limits. Southbound Route 84 within the project limits consists of 2 through mixed-flow lanes with auxiliary lanes in selected locations.

RTP Goals Mobility: extends existing HOV lane approaching the Dumbarton Bridge; provides travel time savings; and improves HOV system connectivity.

Planning Context Included in CTP and CMP.

Alternatives Considered None

☒ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Underway

Environmental Status Future

Project Sponsor(s) Caltrans

Project Complete and Operational by Year 2006

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
FREMONT-SOUTH BAY

PROJECT / PROGRAM

RTP Reference Number 21126

Project / Program Route 84 southbound HOV onramp from Newark Boulevard to existing Route 84 southbound HOV lane

Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding \$0.0

Track 1 Funds \$3.3

Total Project Cost \$3.3

PROJECT DETAILS

Purpose To provide direct connection to the HOV lane for carpools currently using the SB Newark Blvd. On-ramp. Benefits include time savings.

Description This project is located at the Newark Blvd. interchange on Route 84. It provides direct connection to the southbound HOV lane on Route 84 from eastbound Newark Blvd.

RTP Goals Mobility: provides time savings through use of HOV lanes and improves HOV system connectivity.

Planning Context In CTP and CMP.

Alternatives Considered None

☒ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Underway

Environmental Status Future

Project Sponsor(s) Caltrans

Project Complete and Operational by Year 2006

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
FREMONT-SOUTH BAY

PROJECT / PROGRAM

| | |
|----------------------|--|
| RTP Reference Number | 21132 |
| Project / Program | BART extension to Warm Springs |
| Notes | Assumes \$80 million in state ITIP funding; 2000 Traffic Congestion Relief Program project |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|--------------------|---------|
| Existing Funding | \$521.9 |
| Track 1 Funds | \$113.0 |
| Total Project Cost | \$634.9 |

PROJECT DETAILS

| | | | |
|------------------|---|-------------------------|--|
| Purpose | To significantly improve the regional transit network by taking BART further into southern Alameda County. The extension would help relieve increasing congestion on highways and local streets by offering people a high-quality alternative to driving. The project would also facilitate a future rapid transit extension into Santa Clara County. | Description | The one-station, 5.4-mile Warm Springs BART Extension begins at the Fremont Station and extend to Warm Springs in southern Fremont. The proposed Warm Springs Station, just south of Grimmer Boulevard, would have approximately 2,300 parking spaces. South of the Warm Springs Station, a small maintenance facility would be constructed. All necessary interfaces with the operating system at the Fremont Station as well as provision of all facilities, systems and equipment normally associated with BART service are included. The feasibility of adding an Irvington Station at a later time as well of possible further expansion of BART to the south into Santa Clara County are considered. |
| RTP Goals | Mobility: improves transit services in Fremont/South Bay corridor; Environment: improves transit services. | Planning Context | Included in CTP, CMP, and Measure B. Supplemental EIR is underway. |

Alternatives Considered N/A

- ☒ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☒ In SalesTax Plan?

Project Status Environmental
 PSR Status Future
 Environmental Status Underway
 Project Sponsor(s) BART
 Project Complete and Operational by Year 2007

TRACK 1 INVESTMENTS

ALAMEDA COUNTY
FREMONT-SOUTH BAY

PROJECT / PROGRAM

| | |
|----------------------|---|
| RTP Reference Number | 94012 |
| Project / Program | Union City Intermodal Station access improvements (Phase 1); includes extending 11th Street and constructing at-grade parking and pedestrian grade separation |
| Notes | |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|--------------------|--------|
| Existing Funding | \$23.5 |
| Track 1 Funds | \$10.4 |
| Total Project Cost | \$33.9 |

PROJECT DETAILS

| | | | |
|-------------------------|---|--|---|
| Purpose | To enhance the Intermodal Station at Union City BART Station, which currently provides connections with BART, AC Transit, Union City Transit and Dumbarton Express. Phase 1 would allow future and potential rail connections with Capital Corridor, ACE, Silicon Valley Rapid Transit Commuter Rail, Dumbarton Commuter Rail and California High Speed Rail. | Description | Phase 1 of this project is the essential first step required in making the BART Station a two-sided station. Phase 1 includes extending 11th Street from Decoto Road to the east side station area, constructing an at-grade parking lot directly adjacent to the new street and constructing a pedestrian grade separation under the BART and UPRR tracks to allow access to the east side of the station. |
| RTP Goals | Mobility: improves connections between transit services and accessibility of transit intermodal services; Environment: improves transit services. | Planning Context | |
| Alternatives Considered | N/A | <input type="checkbox"/> In Congestion Mgt Plan? <input checked="" type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input checked="" type="checkbox"/> In Traffic Congestion Relief Program? <input checked="" type="checkbox"/> In SalesTax Plan? | |
| | | Project Status | Environmental |
| | | PSR Status | Completed |
| | | Environmental Status | Exempt |
| | | Project Sponsor(s) | BART; AC Transit; Union City |
| | | Project Complete and Operational by Year | 2005 |

TRACK 1 INVESTMENTS

ALAMEDA COUNTY

TRANSBAY SAN MATEO-HAYWARD AND DUMBARTON BRIDGES

PROJECT / PROGRAM

RTP Reference
Number 21149

Project / Program Express bus services

Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$4.0 |
| Total Project Cost | \$4.0 |

PROJECT DETAILS

| | | | |
|--------------------------------|--|-------------------------|---|
| Purpose | To provide new express bus services in Alameda County. | Description | County-wide express bus services (exact service routes to be determined) |
| RTP Goals | Mobility: improves transit services between east and west bay; Environment: improves transit services. | Planning Context | Included in CTP, CMP, and sales tax plan. |
| Alternatives Considered | N/A | | <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input checked="" type="checkbox"/> In SalesTax Plan? |
| | | | Project Status PSR Status Environmental Status Project Sponsor(s) Project Complete and Operational by Year 0 |

TRACK 1 INVESTMENTS

ALAMEDA COUNTY

TRANSBAY SAN MATEO-HAYWARD AND DUMBARTON BRIDGES

PROJECT / PROGRAM

| | |
|-----------------------------|---|
| RTP Reference Number | 21194 |
| Project / Program | Dumbarton rail bridge rehabilitation (Alameda County share) |
| Notes | Alameda County share funded through 2000 Measure B sales tax; companion to Santa Clara County project #21792 and San Mateo County project #21618. Operating plan TBD by counties. |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------|
| Existing Funding | \$17.1 |
| Track 1 Funds | \$0.0 |
| Total Project Cost | \$17.1 |

PROJECT DETAILS

| | | | |
|----------------|---|--------------------|--|
| Purpose | To provide a rail connection between East Bay and Peninsula counties. | Description | The proposed project will provide Alameda County's share of matching funds for partnership with Santa Clara and San Mateo Counties for the rebuilding of the Dumbarton Rail Corridor. Service would run over the Dumbarton Rail Bridge between the Union City BART Station in Alameda County and Caltrain in San Mateo and Santa Clara Counties. It will include new train sets and four stations. |
|----------------|---|--------------------|--|

| | | | |
|------------------|---|-------------------------|--------------------------|
| RTP Goals | Economic Vitality: supports the economic vitality of the region by transporting commuters to and from jobs, passengers to and from two of the region's airports, as well as linking to other Bay Area rail systems. | Planning Context | Included in CTP and CMP. |
|------------------|---|-------------------------|--------------------------|

Alternatives Considered N/A

- ☒ In Congestion Mgt Plan?
 ☐ In MTC's Blueprint?
- ☒ In Countywide Plan?
 ☐ In Traffic Congestion Relief Program?
- ☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Not Required

Environmental Status Future

Project Sponsor(s) Caltrain JPB

Project Complete and Operational by Year 2006

TRACK 1 INVESTMENTS

CONTRA COSTA COUNTY

EASTSHORE-NORTH

PROJECT / PROGRAM

| | |
|----------------------|---|
| RTP Reference Number | 21208 |
| Project / Program | Richmond Parkway Transit Center (Phase 1): includes signal reconfiguration/timing, new 700-800 space parking facility, and security improvements at Hilltop park-and-ride lot |
| Notes | Assumes \$6 million in state ITIP funding |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding \$0.0

Track 1 Funds \$15.0

Total Project Cost \$15.0

PROJECT DETAILS

| | | | |
|--------------------------------|--|---|---|
| Purpose | To provide congestion relief in the I-80 corridor, expand bus transit capacity at the facility, enable the number of buses at the facility to double (from 200 per day to over 400 per day), and increase parking to over 700 vehicles for access to bus transit and carpools. | Description | This project constructs a three level, 700 space parking structure with all site work, foundation, mechanical, electrical, elevators, landscaping, pedestrian and bike facilities. It also includes access improvements to the Richmond Parkway east and west of Blume Drive; widening of Blume Drive; and direct HOV lanes from parking structure onto I-80 HOV lanes if feasible. |
| RTP Goals | Mobility: relieves congestion in the I-80 corridor. | Planning Context | |
| Alternatives Considered | No build. | | <input type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? |
| | | Project Status | Not Begun |
| | | PSR Status | Underway |
| | | Environmental Status | Future |
| | | Project Sponsor(s) | Richmond |
| | | Project Complete and Operational by Year | 2006 |

TRACK 1 INVESTMENTS

CONTRA COSTA COUNTY
EASTSHORE-NORTH

PROJECT / PROGRAM

RTP Reference
Number 21209

Project / Program Hercules Transit Center relocation and expansion

Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------------|
| Existing Funding | \$4.0 |
| Track 1 Funds | \$2.0 |
| Total Project Cost | \$6.0 |

PROJECT DETAILS

Purpose To provide additional parking capacity along the I-80 corridor as well as bus and carpool access. Buses will connect to the del Norte BART station. The project will help alleviate congestion in the I-80 corridor.

Description Replace the existing 211-space park-and-ride lot at San Pablo Avenue/Sycamore with a four level, 500 space park-and-ride structure on Willow Avenue. Includes construction of all associated infrastructure (storm drains, curb/gutter, sidewalks, and asphalt entry).

RTP Goals Mobility: alleviates congestion in the I-80 corridor.

Planning Context

Alternatives Considered Keep park & ride lot in its current location.

☒ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Underway

Environmental Status Future

Project Sponsor(s) Hercules

Project Complete and Operational by Year 2005

TRACK 1 INVESTMENTS

CONTRA COSTA COUNTY
EASTSHORE-NORTH

PROJECT / PROGRAM

RTP Reference
Number 21210

Project / Program Capitol Corridor train station in Hercules

Notes 2000 Traffic Congestion Relief Program project

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------------|
| Existing Funding | \$3.0 |
| Track 1 Funds | \$6.0 |
| Total Project Cost | \$9.0 |

PROJECT DETAILS

Purpose To provide congestion relief in the I-80 corridor. The project provides an alternative transit source in the West County area for transportation between San Jose, the Bay Area, West County, and the Sacramento area. It is included as part of waterfront master plan. Since Capitol Corridor ridership is increasing, a new station will help serve and facilitate future ridership.

Description This project includes modification of existing rail track, construction of two platforms (center and inland), installation of train amenities (landscaping, bus shelters, lighting, information kiosk), construction of a three-level parking structure, and roadway (and associated infrastructure) access to the station area.

RTP Goals Mobility, Economic Vitality, and Community Vitality: reduces congestion along I-80 and provides new transit services and opportunities for economic and community development (the train station is a focal point of the waterfront-area development)

Planning Context Governor's Traffic Congestion Relief Program, 2000

Alternatives Considered Project may be phased; no-build alternative

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☐ In Countywide Plan? ☒ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Design and ROW
PSR Status Underway
Environmental Status Underway
Project Sponsor(s) Capitol Corridor JPA; WCCTAC; Caltrans; City of Hercules
Project Complete and Operational by Year 2005

TRACK 1 INVESTMENTS

CONTRA COSTA COUNTY
EASTSHORE-NORTH

PROJECT / PROGRAM

RTP Reference Number 94045
 Project / Program New express buses for I-80 HOV service (capital costs)
 Notes Needs operating funds

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$16.9 |
| Total Project Cost | \$16.9 |

PROJECT DETAILS

Purpose To increase travel time savings via buses using new I-80 HOV lane to access major job centers and relieve congestion on this high-volume corridor.

Description Various express bus services; the new buses would be used by AC Transit, Vallejo Transit, and WestCAT.

RTP Goals Mobility: enhances regional transit service to the urban core.

Planning Context MTC I-80 Corridor Study; Contra Costa Countywide Comprehensive Transportation Plan (2000); West Contra Costa Action Plan

Alternatives Considered See I-80 Corridor Study.

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Not Required

Environmental Status Exempt

Project Sponsor(s) Various transit operators

Project Complete and Operational by Year 2008

TRACK 1 INVESTMENTS

CONTRA COSTA COUNTY
EASTSHORE-NORTH

PROJECT / PROGRAM

| | |
|-----------------------------|---|
| RTP Reference Number | 94047 |
| Project / Program | Extend I-80 westbound HOV lane from north of Cummings Skyway to State Route 4 |
| Notes | Assumes \$25 million in state ITIP funding |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$30.0 |
| Total Project Cost | \$30.0 |

PROJECT DETAILS

| | | | |
|--------------------------------|---|--|---|
| Purpose | To extend the I-80 HOV system toward Solano County to improve travel times for carpools and buses, and encourage use of commute alternatives. | Description | Project extends the northern limits of the westbound HOV lane from Route 4 to north of the Cummings Skyway, for a distance of 2.7 miles. Completion of this project will allow Caltrans to open the HOV lane segment that will be constructed as part of the Carquinez Bridge project to provide a continuous westbound HOV lane from Route 29 north of the Carquinez Bridge to the Bay Bridge. |
| RTP Goals | Mobility: reduces travel times for carpools and transit. | Planning Context | MTC I-80 Corridor Study; CMP; Countywide Transportation Plan; West County Action Plan |
| Alternatives Considered | Ten Project Alternatives were evaluated in the I-80 Corridor Study (1996), including express bus, commuter rail, BART extension to Vallejo, Solano County/AC Express Bus, and BART extension to Hercules. | <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? | |
| | | Project Status | Not Begun |
| | | PSR Status | Completed |
| | | Environmental Status | Underway |
| | | Project Sponsor(s) | Caltrans |
| | | Project Complete and Operational by Year | 2025 |

TRACK 1 INVESTMENTS

CONTRA COSTA COUNTY
EASTSHORE-NORTH

PROJECT / PROGRAM

RTP Reference Number 94048

Project / Program Non-capacity increasing improvements to interchanges and parallel arterials to I-80

Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$10.8 |
| Total Project Cost | \$10.8 |

PROJECT DETAILS

Purpose To improve operation of the parallel arterial system and provide alternatives to I-80 for local trips.

Description Specific projects to be determined. Provides ability to implement low cost arterial improvements that do not affect regional air quality conformity analysis.

RTP Goals Mobility: improves travel for local trips

Planning Context CMP; Countywide Transportation Plan

Alternatives Considered N/A

☒ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Not Required

Environmental Status Future

Project Sponsor(s) Various cities; Contra Costa County

Project Complete and Operational by Year 2025

TRACK 1 INVESTMENTS

CONTRA COSTA COUNTY

EASTSHORE-NORTH

PROJECT / PROGRAM

| | |
|-----------------------------|---|
| RTP Reference Number | 98157 |
| Project / Program | AC Transit enhanced bus service in San Pablo Avenue corridor in Contra Costa County: new passenger stations, roadway geometric improvements, information kiosks |
| Notes | Needs operating funds for more frequent service |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding \$0.0

Track 1 Funds \$8.5

Total Project Cost \$8.5

PROJECT DETAILS

| | | | |
|------------------|--|-------------------------|---|
| Purpose | To better serve local trips in I-80 corridor through a combination of new and improved bus services on San Pablo Avenue. AC Transit would upgrade bus route with new passenger amenities and improved service. | Description | Operate more frequent bus service employing new buses; provide customer amenities (kiosks, shelters, benches, etc.) at key stops and improve geometrics of stops and intersections. |
| RTP Goals | Mobility: makes transit option more attractive for local trips in I-80 corridor and saves travel time; Equity: provides enhanced service for communities along San Pablo Avenue corridor | Planning Context | AC Transit Short Range Transit Plan; I-80 San Pablo Avenue Corridor Study |

Alternatives Considered See I-80 Corridor Study.

- ☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☐ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Completed

Environmental Status Completed

Project Sponsor(s) AC Transit

Project Complete and Operational by Year 2008

TRACK 1 INVESTMENTS

CONTRA COSTA COUNTY

EASTSHORE-NORTH

PROJECT / PROGRAM

RTP Reference Number 98197
 Project / Program Richmond intermodal transfer station (BART to Amtrak/Capitol Corridor)
 Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$17.8 |
| Track 1 Funds | \$5.7 |
| Total Project Cost | \$23.6 |

PROJECT DETAILS

Purpose To improve intermodal connections between BART, intercity rail, buses, bicycles, pedestrians, and taxis. Improvements will provide increased incentives for travelers to use public transit. Includes parking garage in the Richmond Transit Village.

Description Improvements at the Richmond BART/Amtrak station, including a new center platform, new station building, and pedestrian access improvements. Includes parking garage in the Richmond Transit Village.

RTP Goals Mobility: improves convenience of transit connections between regional, local, and intercity transit services; Equity: serves the communities of both Richmond and West Contra Costa County with improved access to a variety of transit services; Safety: improves safety.

Planning Context CMP; Project Study Report; West County Action Plan

Alternatives Considered See I-80 Corridor Study.

☒ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Completed

Environmental Status Completed

Project Sponsor(s) WCCTAC; BART; AC Transit; Amtrak; City of Richmond; City of Richmond Redevelopment Agency

Project Complete and Operational by Year 2002

TRACK 1 INVESTMENTS

CONTRA COSTA COUNTY

DELTA

PROJECT / PROGRAM

| | |
|-----------------------------|--|
| RTP Reference Number | 21211 |
| Project / Program | BART/East Contra Costa Rail Extension (right-of-way acquisition) |
| Notes | Track 1 assumes \$42 million from bridge tolls; remaining Track 1 commitment included in RTEP reserve funding (see Bay Area Region projects - Track 1) |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding \$33.0

Track 1 Funds \$62.0

Total Project Cost \$95.0

PROJECT DETAILS

| | | | |
|----------------|--|--------------------|--|
| Purpose | To improve mobility for residents of the East Contra Costa area by expanding transit alternatives and provide opportunities for transit-oriented development around stations and transit corridors | Description | Development of new rail or express bus service serving the East Contra Costa area. This service could be new rail service on existing but renovated track or express bus service using new buses and transit access and transfer facilities. An ongoing study being prepared by CCTA, BART and local jurisdictions will explore and evaluate transit alternatives. |
|----------------|--|--------------------|--|

| | | | |
|------------------|--|-------------------------|--|
| RTP Goals | Mobility, Economic Vitality, and Environment: expands transit alternatives, improves access to jobs, and provides an alternative to driving alone. | Planning Context | |
|------------------|--|-------------------------|--|

Alternatives Considered Alternatives will be considered as part of the ongoing East County transit study.

- ☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☐ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Future

Environmental Status Future

Project Sponsor(s) TRANSPLAN

Project Complete and Operational by Year 2025

TRACK 1 INVESTMENTS

CONTRA COSTA COUNTY

DELTA

PROJECT / PROGRAM

| | |
|----------------------|---|
| RTP Reference Number | 21212 |
| Project / Program | Widen eastbound Hillcrest Avenue offramp from 1 lane to 2 lanes and add a Route 4 eastbound auxiliary lane in Antioch |
| Notes | |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$2.5 |
| Total Project Cost | \$2.5 |

PROJECT DETAILS

| | | | |
|--------------------------------|--|--|--|
| Purpose | To reduce congestion and improve traffic operations on State Route 4 and the Hillcrest Avenue interchange. | Description | This project constructs a 1,500-foot auxiliary lane along eastbound Route 4 and widens eastbound off-ramp from one to two lanes. It also improves signal at Hillcrest Avenue; add left-turn lane |
| RTP Goals | Mobility: relieves congestion and improves traffic operations on State Route 4 and Hillcrest Avenue interchange. | Planning Context | Contra Costa CTP, 2000; CMP; PSR was completed 4/15/94. |
| Alternatives Considered | No project. | <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? | |
| | | Project Status | Not Begun |
| | | PSR Status | Completed |
| | | Environmental Status | Future |
| | | Project Sponsor(s) | Antioch |
| | | Project Complete and Operational by Year | 2004 |

TRACK 1 INVESTMENTS

CONTRA COSTA COUNTY

DELTA

PROJECT / PROGRAM

RTP Reference Number 94046

Project / Program Non-capacity increasing improvements to interchanges and parallel arterials to Route 4

Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$8.0 |
| Total Project Cost | \$8.0 |

PROJECT DETAILS

| | | | |
|--------------------------------|---|---|--|
| Purpose | To provide modest improvements to arterials adjacent to Route 4 that are non-capacity increasing. | Description | Variety of geometric or other improvements. |
| RTP Goals | Mobility: balances travel in corridor between freeways and local street system. | Planning Context | Route 4 East MIS will identify opportunities; other opportunities may be included in CMP or Countywide Transportation Plan. |
| Alternatives Considered | N/A | | <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? |
| | | Project Status | Not Begun |
| | | PSR Status | Not Required |
| | | Environmental Status | Future |
| | | Project Sponsor(s) | Various cities; Contra Costa County |
| | | Project Complete and Operational by Year | 2025 |

TRACK 1 INVESTMENTS

CONTRA COSTA COUNTY

DELTA

PROJECT / PROGRAM

| | |
|-----------------------------|--|
| RTP Reference Number | 94050 |
| Project / Program | Upgrade Route 4 to full freeway from I-80 to Cummings Skyway (Phase 2) |
| Notes | See Contra Costa County project #98190 for Phase 1 |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$40.0 |
| Total Project Cost | \$40.0 |

PROJECT DETAILS

| | | | |
|--------------------------------|--|---|---|
| Purpose | To improve safety in a section of road with a historic record of serious accidents. | Description | Further upgrading (beyond currently funded 4-lane expressway project) to a fully-divided 4 lane conventional highway (4.7 miles). Project developed in two phases. Phase 1 is construction of two additional lanes for a 4-lane fully divided highway, which is under construction (see Contra Costa Project #98190). Phase 2 is upgrade to full freeway standards. |
| RTP Goals | Mobility and Safety: improves safety and local access. | Planning Context | MIS; CMP; CCTA Countywide Plan; Contra Costa County General Plan |
| Alternatives Considered | Five alternatives evaluated but all were eliminated based on prohibitive cost, environmental impacts, etc. | | <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input checked="" type="checkbox"/> In SalesTax Plan? |
| | | Project Status | Not Begun |
| | | PSR Status | Completed |
| | | Environmental Status | Future |
| | | Project Sponsor(s) | Caltrans; CCTA |
| | | Project Complete and Operational by Year | 2025 |

TRACK 1 INVESTMENTS

CONTRA COSTA COUNTY

DELTA

PROJECT / PROGRAM

| | |
|----------------------|--|
| RTP Reference Number | 98142 |
| Project / Program | Widen Route 4 from 4 lanes to 8 lanes from Loveridge Road to Somersville Road with HOV lanes |
| Notes | |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|--------------------|--------|
| Existing Funding | \$40.0 |
| Track 1 Funds | \$30.0 |
| Total Project Cost | \$70.0 |

PROJECT DETAILS

| | | | |
|--------------------------------|--|---|--|
| Purpose | To alleviate existing congestion and provide capacity for planned future growth. The widening would include HOV lanes for use by carpools and transit. | Description | Route 4 east widening from 4 to 8 lanes with 2 HOV lanes from east of Railroad Ave. to east of Loveridge Road with median wide enough to accommodate future BART. Reconstruction of the Loveridge Road interchange and realign local roads to conform to proposed widening. Widen Route 4 to 6 lanes from east of Loveridge to Somersville. The 5th and 6th lanes drop at Somersville. |
| RTP Goals | Mobility: provides additional capacity and improves travel time in the corridor. | Planning Context | Route 4 East MIS; CMP; Countywide Transportation Plan |
| Alternatives Considered | Exclusive bus lane, HOT/HOV. | | <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input checked="" type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? |
| | | Project Status | Environmental |
| | | PSR Status | Completed |
| | | Environmental Status | Underway |
| | | Project Sponsor(s) | Caltrans and CCTA |
| | | Project Complete and Operational by Year | 2006 |

TRACK 1 INVESTMENTS

CONTRA COSTA COUNTY

DELTA

PROJECT / PROGRAM

| | |
|-----------------------------|--|
| RTP Reference Number | 98198 |
| Project / Program | Vasco Road safety improvements (includes Alameda County portion) |
| Notes | Scope to be determined by study to be conducted by Contra Costa Transportation Authority and Alameda County Congestion Management Agency |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding \$10.5

Track 1 Funds \$2.5

Total Project Cost \$13.0

PROJECT DETAILS

| | | | |
|----------------|---|--------------------|--|
| Purpose | To improve geometrics and improve sight distance to address safety problems. Improvements to this segment would bring it up to the same standards as the reconstructed segments of Vasco Road resulting from the construction of Los Vasqueros Reservoir project. | Description | Series of safety improvements such as curve realignments, widening shoulders and medians in Alameda County south of improved road sections in the vicinity of the Los Vasqueros reservoir. (Exact scope of improvements is being studied and is to be determined.) |
|----------------|---|--------------------|--|

| | | | |
|------------------|---------------------------------|-------------------------|--|
| RTP Goals | Safety: improve motorist safety | Planning Context | Improvements currently are being evaluated jointly by Contra Costa and Alameda Counties. |
|------------------|---------------------------------|-------------------------|--|

Alternatives Considered No Project

☒ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☒ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Environmental

PSR Status Completed

Environmental Status Underway

Project Sponsor(s) Contra Costa County; Alameda County

Project Complete and Operational by Year 2006

TRACK 1 INVESTMENTS

CONTRA COSTA COUNTY

DELTA

PROJECT / PROGRAM

RTP Reference Number 98222

Project / Program Route 4 Bypass, Segment 1: Route 160 freeway-to-freeway connectors to and from the north

Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$6.0 |
| Track 1 Funds | \$6.0 |
| Total Project Cost | \$12.0 |

PROJECT DETAILS

| | | | |
|------------------|---|-------------------------|---|
| Purpose | To provide truck access from Route 160 to Route 4 Bypass. Keeps trucks off of SR 4 surface streets. | Description | Freeway-to-freeway direct connectors from northbound Route 4 to northbound Route 160, and from southbound Route 160 to southbound Route 4 Bypass. |
| RTP Goals | Mobility: improves mobility for freight; Environment: reduce truck traffic on surface streets | Planning Context | Contra Costa CTP, 2000; CMP; and MTC's Blueprint |

Alternatives Considered Not applicable

☒ In Congestion Mgt Plan? ☒ In MTC's Blueprint?

☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?

☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Future

Environmental Status Completed

Project Sponsor(s) CCTA

Project Complete and Operational by Year 2018

TRACK 1 INVESTMENTS

CONTRA COSTA COUNTY

DELTA

PROJECT / PROGRAM

| | |
|----------------------|---|
| RTP Reference Number | 98999 |
| Project / Program | Widen Route 4 from 4 lanes to 6 lanes from Somersville Road to Route 160 with reversible HOV lane in median (interim project) |
| Notes | |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding \$65.0

Track 1 Funds \$65.0

Total Project Cost \$130.0

PROJECT DETAILS

| | | | |
|--------------------------------|---|--|--|
| Purpose | To alleviate congestion by completing an interim widening from four to six mixed-flow lanes on Route 4. The reversible HOV lane would provide an incentive for commuters to take buses and form carpools. | Description | Interim median widening of Route 4 from four to six lanes from east of Loveridge Road to Route 160. Includes a reversible HOV lane in the median. The HOV lane would serve westbound traffic in the a.m. peak, and eastbound traffic in the p.m. peak. The HOV lane would connect to the eight-lane portion of Route 4 at Loveridge Road to create a continuous HOV facility from west of Hillcrest Avenue in Antioch to Route 242 in Concord. |
| RTP Goals | Mobility: helps to advance mobility by improving travel times in the corridor. | Planning Context | SR 4 MIS, 2000 Update to the CTP, 1998 RTP Track 1. |
| Alternatives Considered | See the SR 4 MIS, which included the ultimate widening to eight lanes with HOV and median space for BART; busway, and HOV/HOT lanes. | <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input checked="" type="checkbox"/> In Traffic Congestion Relief Program? <input checked="" type="checkbox"/> In SalesTax Plan? | |
| | | Project Status | Environmental |
| | | PSR Status | Completed |
| | | Environmental Status | Underway |
| | | Project Sponsor(s) | Contra Costa Transportation Authority; CalTrans |
| | | Project Complete and Operational by Year | 2007 |

TRACK 1 INVESTMENTS

CONTRA COSTA COUNTY

DIABLO

PROJECT / PROGRAM

| | |
|----------------------|--|
| RTP Reference Number | 21205 |
| Project / Program | I-680/Route 4 interchange freeway-to-freeway direct connectors (Phases 1 and 2): eastbound Route 4 to southbound I-680, and northbound I- 680 to westbound Route 4 |
| Notes | |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|--------------------|--------|
| Existing Funding | \$5.0 |
| Track 1 Funds | \$45.0 |
| Total Project Cost | \$50.0 |

PROJECT DETAILS

| | | | |
|----------------|--|--------------------|--|
| Purpose | To eliminate weaving conflicts between the I-680/SR 4 Interchange with onramps and offramps serving Pacheco Boulevard. One additional lane on the ramps in each direction will be added. Project is coordinated with the I-680 HOV Lane project. | Description | The highest demand connections are northbound I-680 to westbound Route 4 and eastbound Route 4 to southbound I-680. The intent is to eliminate the weaving between the I-680 and Pacheco Blvd. ramps by constructing a two-loop and two direct connection combination interchange, similar to a Type F-3 interchange in the Highway Design Manual. |
|----------------|--|--------------------|--|

| | | | |
|------------------|--|-------------------------|---|
| RTP Goals | Mobility: eliminates serious weaving conflicts between NB 680 to SR 4 and its companion ramp, EB SR 4 to SB I-680. The spacing between the 680/4 interchange and the Pacheco Blvd. ramps is very tight. Trucks and vehicles cannot maintain normal travel speeds due to cross traffic to and from the Pacheco and 680/4 ramps. As a result, the area is congested and traffic queues back up on both the ramps and the mainline. | Planning Context | Proposed for 2001 Update to the CCTA Congestion Management Plan and CCTA Strategic Plan Update (2001); TRANSPAC- Updated Action Plan for Routes of Regional Significance (2000); CCTA -Countywide Comprehensive Transportation Plan (2000). Conceptual engineering report is completed and PSR is underway. |
|------------------|--|-------------------------|---|

Alternatives Considered See Conceptual Engineering Report to CCTA prepared by the Parsons Transportation Group (2000). Almost 30 interchange concepts were investigated.

- ☒ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Underway

Environmental Status Future

Project Sponsor(s) Caltrans

Project Complete and Operational by Year 2009

TRACK 1 INVESTMENTS

CONTRA COSTA COUNTY

DIABLO

PROJECT / PROGRAM

| | |
|-----------------------------|---|
| RTP Reference Number | 21206 |
| Project / Program | Caldecott Tunnel fourth bore |
| Notes | Assumes \$129 million in state ITIP funding |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------|
| Existing Funding | \$36.0 |
| Track 1 Funds | \$149.0 |
| Total Project Cost | \$185.0 |

PROJECT DETAILS

| | | | |
|--------------------------------|--|--|--|
| Purpose | To improve the connection between Contra Costa, Alameda, and San Francisco counties by removing an existing bottleneck on State Route 24. The construction of the long-planned fourth bore will improve the operation of the tunnel complex, especially for off-peak and weekend travellers. | Description | This project constructs a fourth bore at the Caldecott Tunnel complex north of the three existing bores. |
| RTP Goals | Mobility, Economic Vitality: provides congestion relief, removes bottleneck, and provides better access to communities on both sides of the Tunnel. | Planning Context | MTC's Route 24/Caldecott Tunnel Corridor Study (2000), MTC's Blueprint (2000), Governor's TCRP (2000), Contra Costa CTP(2000). |
| Alternatives Considered | Alternatives were considered as part of MTC's Route 24/Caldecott Tunnel Study (2000), included a Highway Operations Options, Bus/BART Options, and New Bore Options. | <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input checked="" type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input checked="" type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? | |
| | | Project Status | Environmental |
| | | PSR Status | Completed |
| | | Environmental Status | Underway |
| | | Project Sponsor(s) | CalTrans |
| | | Project Complete and Operational by Year | 2012 |

TRACK 1 INVESTMENTS

CONTRA COSTA COUNTY

DIABLO

PROJECT / PROGRAM

| | |
|-----------------------------|---|
| RTP Reference Number | 21207 |
| Project / Program | Martinez Intermodal Terminal Facility (Phase 3 initial segment): 200 interim parking spaces (includes site acquisition, demolition and construction) |
| Notes | Phases 1 and 2 are fully funded; assumes \$4 million in State ITIP funding; remaining phases (ferry facilities, auto/pedestrian bridges) in Blueprint |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|-------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$6.0 |
| Total Project Cost | \$6.0 |

PROJECT DETAILS

| | | | |
|--------------------------------|---|--|---|
| Purpose | To implement Phase 3 of a larger project which includes a new rail station, track, signal and platform improvements, new bus parking areas, approx. 600 parking spaces, and trail connections to the Martinez Regional Shoreline and the Bay Trail. | Description | This initial segment of Phase 3 includes acquisition of 8 acres on the north side of the UPRR tracks, demolition of warehouse buildings and construction of 200 interim parking spaces. |
| RTP Goals | Mobility: additional tracks, signal and platform amenities, passenger amenities, new bus bays, and additional parking eliminate delays, improve rail operations and passenger loading, and increase transit access and usage. | Planning Context | ACR 132, Intercity Rail Upgrade Study (1990); RTP (1994 et seq.); CCTA Strategic Plan (1991-98), TRANSPAC-Central County Action Plan for Routes of Regional Significance (1995 & 2000); TIP (1994 et seq.); Contra Costa CMP (1993 et. seq.); |
| Alternatives Considered | See project EIR. | <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? | |
| | | Project Status | Not Begun |
| | | PSR Status | Completed |
| | | Environmental Status | Completed |
| | | Project Sponsor(s) | Caltrans Rail Program; Capitol Corridor Joint Powers Authority; CCTA; BART |
| | | Project Complete and Operational by Year | 2006 |

TRACK 1 INVESTMENTS

CONTRA COSTA COUNTY

DIABLO

PROJECT / PROGRAM

| | |
|-----------------------------|---|
| RTP Reference Number | 94051 |
| Project / Program | I-680 auxiliary lane from Bollinger Canyon Road to Diablo Road in San Ramon and Danville |
| Notes | Measure C sales tax project (partial funding); Phase 1 (Diablo Road to Sycamore Valley Road) funded in State Transportation Improvement Program |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------|
| Existing Funding | \$22.4 |
| Track 1 Funds | \$25.1 |
| Total Project Cost | \$47.5 |

PROJECT DETAILS

| | | | |
|--------------------------------|--|--|---|
| Purpose | To provide more distance for weaving in order to improve mainline operations on I-680. | Description | Add northbound and southbound auxiliary lanes on I-680 from Diablo to Bollinger Canyon Roads. Improvements include HOV bypass lanes and ramp metering at the interchanges, depending on the environmental document. Extensive soundwall construction also included. |
| RTP Goals | Mobility: improves safety and weaving operations. | Planning Context | Countywide Transportation Plan; PSR has been completed. Environmental document is underway. |
| Alternatives Considered | Alt. 1: auxiliary lanes, sound walls & ramp metering hardware installed at all on-ramps; Alt. 2: Alt. 1 plus ramp widening for NB & SB interchange; Alt. 3: Alt. 2 plus restriping Bollinger Canyon Rd. & Sycamore Valley on-ramps for one SOV and one HOV w/ CHP enforcement area near the NB Bollinger Canyon on-ramp. | <input type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input checked="" type="checkbox"/> In SalesTax Plan? | Project Status Environmental PSR Status Completed Environmental Status Underway Project Sponsor(s) Caltrans Project Complete and Operational by Year 2006 |

TRACK 1 INVESTMENTS

CONTRA COSTA COUNTY

DIABLO

PROJECT / PROGRAM

| | |
|-----------------------------|--|
| RTP Reference Number | 94052 |
| Project / Program | I-680 HOV lanes from Marina Vista interchange to North Main Street (southbound) and from SR 242 northbound to the Marina Vista interchange |
| Notes | Measure C sales tax project |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding \$45.2

Track 1 Funds \$9.3

Total Project Cost \$54.5

PROJECT DETAILS

| | | | |
|----------------|---|--------------------|--|
| Purpose | To provide operational benefits to I-680 as traffic volumes reach capacity. Primary benefits include increasing person miles traveled while increasing vehicle occupancy, reducing congestion, and improving air quality. | Description | This 9.2 km (5.7 mile) segment of I-680 is located between Route 242 (PM R18.6) and Marina Vista Blvd. (PM 24.3). A High Occupancy Vehicle (HOV) lane will be added in each direction on the inside by restriping the median and mixed flow lanes. |
|----------------|---|--------------------|--|

| | | | |
|------------------|---|-------------------------|--|
| RTP Goals | Mobility and Environment: improve operations on I-680 when it reaches capacity, resulting in improved mobility, reduced congestion, and improved air quality. | Planning Context | 1994 RTP, 1998 RTP, the 1988 District 4 Long Range Operations Plan |
|------------------|---|-------------------------|--|

Alternatives Considered Alt. 1 is No Build. Alt. 2 adds HOV between SR 242 and Marina Vista interchange in the northbound between N. Main St. and Marina Vista in southbound. Note: other alternatives identified were not viable.

- ☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☐ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☒ In SalesTax Plan?

Project Status Design and ROW

PSR Status Completed

Environmental Status Completed

Project Sponsor(s) Contra Costa County

Project Complete and Operational by Year 2004

TRACK 1 INVESTMENTS

CONTRA COSTA COUNTY

DIABLO

PROJECT / PROGRAM

| | |
|----------------------|---|
| RTP Reference Number | 98126 |
| Project / Program | Non-capacity increasing improvements to interchanges and parallel arterials to I-680 and Route 24 |
| Notes | |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|--------------------|-------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$8.0 |
| Total Project Cost | \$8.0 |

PROJECT DETAILS

| | | | |
|--------------------------------|---|--|---|
| Purpose | To improve operations and safety on arterials and interchanges within the corridor by fine-tuning traffic operations. Benefits include improved safety and efficiency, and better integration of auto, bus, bicycles and pedestrian facilities. | Description | Projects are to be determined based upon more detailed analysis. Projects could potentially include improvement to ramp merges, diverges, or storage, improving ramp and overcrossing channelization, traffic operational improvements and arterial calming. Examples include: ramp modifications at Marina Vista, Brookwood offramp modifications, the Geary Road median improvement, and Pleasant Hill Road shoulder/pavement improvements. |
| RTP Goals | Economic Vitality, Community Vitality, and Safety: improves economic vitality through access and modal integration, supports community vitality and safety through improved bicycle and pedestrian access/egress. | Planning Context | 1999 CMP, 2000 Countywide Plan. |
| Alternatives Considered | Alternatives to be analyzed for individual projects within this category. | <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? | |
| | | Project Status | Design and ROW |
| | | PSR Status | Not Required |
| | | Environmental Status | Exempt |
| | | Project Sponsor(s) | Cities; Contra Costa County; Caltrans |
| | | Project Complete and Operational by Year | 2025 |

TRACK 1 INVESTMENTS

CONTRA COSTA COUNTY

DIABLO

PROJECT / PROGRAM

RTP Reference Number 98130

Project / Program Widen Alhambra Avenue from Route 4 to McAlvey Drive (Phases 2 and 3)

Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding \$0.0

Track 1 Funds \$12.8

 Total Project Cost \$12.8

PROJECT DETAILS

Purpose To improve access from Martinez to Route 4 by widening this segment to 4 lanes which will conform to the adjacent 4 lane sections. The project will reduce traffic congestion and provide needed safety features.

Description Widen Alhambra Ave. from 2 to 4 lanes from Route 4 to McAlvey Drive. The first project phase is already completed by Measure C sales tax.

RTP Goals Mobility: improves traffic safety, operations, and reduces travel times for motorists.

Planning Context CMP; Countywide Transportation Plan

Alternatives Considered No project would leave roadway as two lanes.

☒ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Not Required

Environmental Status Completed

Project Sponsor(s) City of Martinez

Project Complete and Operational by Year 2005

TRACK 1 INVESTMENTS

CONTRA COSTA COUNTY

DIABLO

PROJECT / PROGRAM

| | |
|-----------------------------|---|
| RTP Reference Number | 98133 |
| Project / Program | Widen Pacheco Boulevard from 2 lanes to 4 lanes from Blum Road to Arthur Road |
| Notes | Other funds from TOSCO refinery to mitigate closure of Solano Way |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|-------|
| Existing Funding | \$2.8 |
| Track 1 Funds | \$5.5 |
| Total Project Cost | \$8.3 |

PROJECT DETAILS

| | | | |
|--------------------------------|---|--|--|
| Purpose | To reduce arterial congestion and increase speeds. This project also mitigates for the closure of Solano Way. Additionally, the widening improves an arterial parallel to I-680 and upgrades this segment to conform to existing, adjacent 4-lane segments of the road. | Description | Widen Pacheco Blvd. from 2 to 4 lanes from Blum to Arthur. This project upgrades this 2-lane rural highway segment to a 4-lane arterial. |
| RTP Goals | Mobility: improves travel time for local trips parallel to I-680. | Planning Context | CMP, CTP |
| Alternatives Considered | No Project would leave roadway as two lane. | <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? | |
| | | Project Status | Design and ROW |
| | | PSR Status | Not Required |
| | | Environmental Status | Underway |
| | | Project Sponsor(s) | Contra Costa County |
| | | Project Complete and Operational by Year | 2005 |

TRACK 1 INVESTMENTS

CONTRA COSTA COUNTY

DIABLO

PROJECT / PROGRAM

RTP Reference
Number 98194

Project / Program Extend Commerce Avenue to Willow Pass Road

Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------------|
| Existing Funding | \$2.1 |
| Track 1 Funds | \$2.6 |
| Total Project Cost | \$4.7 |

PROJECT DETAILS

Purpose To improve downtown traffic congestion and enhance access to the I-680 and SR 242 corridors. The project would redistribute vehicle trips currently using the ramps on I-680 at Willow Pass Road and SR 242 at Clayton Rd and Commerce Avenue, thus deferring construction of new ramps at Clayton Rd.

Description The project will extend Commerce Avenue between Pine Creek and Waterworld Parkway. A 40-ft wide street would connect Willow Pass Rd with the new freeway ramps at SR 242/Concord Avenue. Project would construct a bridge over Pine Creek.

RTP Goals Mobility: improves circulation and reduces congestion.

Planning Context 1998 Strategic Plan, CTP, & CMP

Alternatives Considered No Project

☒ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☒ In SalesTax Plan?

Project Status Not Begun

PSR Status Not Required

Environmental Status Future

Project Sponsor(s) County

Project Complete and Operational by Year 2004

TRACK 1 INVESTMENTS

CONTRA COSTA COUNTY

DIABLO

PROJECT / PROGRAM

RTP Reference Number 98196

Project / Program Route 24 eastbound auxiliary lanes from Gateway Boulevard to Brookwood Road/Moraga Way in Orinda

Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------------|
| Existing Funding | \$1.5 |
| Track 1 Funds | \$4.5 |
| Total Project Cost | \$6.0 |

PROJECT DETAILS

Purpose To correct storage problems by channelizing traffic exiting onto the Brookwood Road offramps. This would eliminate traffic backups that are currently overflowing onto Route 24.

Description Provide an eastbound auxiliary lane between Gateway Blvd. and Orinda interchanges on Route 24. Caltrans is reevaluating this project in conjunction with a project to modify the Brookwood offramp. Preliminary information reveals that the project may not be needed in the next 10-15 years if the off-ramp project is done. City of Orinda needs to agree on the ramp modifications.

RTP Goals Mobility and Safety: improves safety and operations.

Planning Context CMP; Countywide Transportation Plan; 1998 Strategic Plan

Alternatives Considered No project.

☒ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☒ In SalesTax Plan?

Project Status Not Begun

PSR Status Completed

Environmental Status Future

Project Sponsor(s) Caltrans and CCTA

Project Complete and Operational by Year 2010

TRACK 1 INVESTMENTS

MARIN COUNTY
GOLDEN GATE

PROJECT / PROGRAM

| | |
|----------------------|---|
| RTP Reference Number | 21303 |
| Project / Program | Local Marin bus service enhancements (capital only) |
| Notes | Additional enhancements to be funded in Blueprint |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|--------------------|--------|
| Existing Funding | \$10.0 |
| Track 1 Funds | \$31.9 |
| Total Project Cost | \$41.9 |

PROJECT DETAILS

| | | | |
|----------------|--|--------------------|---|
| Purpose | To provide expanded transit services in the North Bay. Marin Bus Transit Futures offers a 20 year vision for expanded bus services in the North Bay. The plan presents a multi-modal system of integrated services providing improved mobility and equity in distribution of transportation resources while remaining sensitive to environmental concerns. | Description | An over-all spending plan of \$350 million covering a twenty year period is proposed. It calls for a combination of new services: express bus routes, intercommunity connector routes, community services routes, rural connectors, complementary paratransit, employer shuttles, school supplemental routes, rail feeders, hill-side shuttles, subsidized taxis and transportation demand management programs. |
|----------------|--|--------------------|---|

| | | | |
|------------------|---|-------------------------|---|
| RTP Goals | Mobility: expands transit services; Economic Vitality: eases movement of workers and goods through the Golden Gate Corridor; Environment: responds to environmental concerns in bus, bus stop/pad, and transit junction design; Equity: provides equity in fare incentives and offers route expansion targeted to "transit-dependent" market. | Planning Context | Bus Transit Futures Plan, 2001 - part of County's Integrated Planning Process (2000-2001); 1999 CMP |
|------------------|---|-------------------------|---|

Alternatives Considered N/A

- ☒ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun
 PSR Status Not Required
 Environmental Status Exempt
 Project Sponsor(s) Marin County Transit District;
 Marin CMA
 Project Complete and Operational by Year 2025

TRACK 1 INVESTMENTS

MARIN COUNTY
GOLDEN GATE

PROJECT / PROGRAM

| | |
|-----------------------------|---|
| RTP Reference Number | 21304 |
| Project / Program | Freeway-to-freeway interchange improvements; includes new bridge West I-580 to South US 101 and new lane West I-580 to North US 101 to 2nd Avenue (design phase only) |
| Notes | Assumes \$5 million in state ITIP funding; remaining phases to be funded in Blueprint |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding \$0.0

Track 1 Funds \$8.3

 Total Project Cost \$8.3

PROJECT DETAILS

| | | | |
|--------------------------------|---|---|---|
| Purpose | To keep freeway traffic on the freeway and off local surface streets (Sir Francis Drake). | Description | The project includes a direct bridge from westbound I-580 to wouthbound US 101 and may include ramp metering from westbound I-580 to northbound US 101. |
| RTP Goals | Mobility: improves connectivity of the system by filling a small missing gap. | Planning Context | 1999 CMP |
| Alternatives Considered | The existing system requires a driver wanting to make this connection to use Sir Francis Drake Boulevard or several local San Rafael streets. | <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? | |
| | | Project Status | Not Begun |
| | | PSR Status | Not Required |
| | | Environmental Status | Exempt |
| | | Project Sponsor(s) | CALTRANS |
| | | Project Complete and Operational by Year | 2010 |

TRACK 1 INVESTMENTS

MARIN COUNTY
GOLDEN GATE

PROJECT / PROGRAM

RTP Reference Number 21305
 Project / Program US 101/Tamalpais interchange improvements
 Notes Remaining phases to be funded in Blueprint

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$0.3 |
| Total Project Cost | \$0.3 |

PROJECT DETAILS

Purpose To provide interchange improvement by modifying the vertical curve to improve sight distance to the back of cars stopped at signals.

Description This project modifies the vertical curve by overlaying the approaches to flatten the vertical curve.

RTP Goals Mobility and Safety: improves the connection between the local streets system and freeways to minimize delays and improve safety.

Planning Context 1999 CMP

Alternatives Considered N/A

☒ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☐ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Design and ROW

PSR Status Underway

Environmental Status Exempt

Project Sponsor(s) CALTRANS;

Project Complete and Operational by Year 2006

TRACK 1 INVESTMENTS

MARIN COUNTY
GOLDEN GATE

PROJECT / PROGRAM

RTP Reference Number 21306

Project / Program US 101/Lucas Valley Road interchange improvements

Notes Initial phase in Marin County project #94566; remaining phases to be funded in Blueprint

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding \$3.0

Track 1 Funds \$1.0

Total Project Cost \$4.0

PROJECT DETAILS

Purpose To provide five interchange improvements in the northwest quadrant of the interchange.

Description This project will provide a direct southbound offramp to Lucas Valley/Los Gatos and a loop westbound to southbound onramp. The project will also widen freeway under the undercrossing.

RTP Goals Mobility and Safety: improve the connection between the local street system and freeways to minimize delays and improve safety.

Planning Context The Northgate Activity Center Plan, October 16, 1984, Marin Board of Supervisors; October 18, 1982, San Rafael Council.

Alternatives Considered Mobility: The existing network has been signalized too.

☒ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☐ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In Sales Tax Plan?

Project Status Design and ROW

PSR Status Underway

Environmental Status Completed

Project Sponsor(s) CALTRANS

Project Complete and Operational by Year 2006

TRACK 1 INVESTMENTS

MARIN COUNTY
GOLDEN GATE

PROJECT / PROGRAM

RTP Reference Number 21307

Project / Program US 101/Atherton interchange improvements: signalize Atherton Avenue/Binford Road intersection

Notes Initial phase in Marin County project #94566; remaining phases to be funded in Blueprint

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------------|
| Existing Funding | \$0.3 |
| Track 1 Funds | \$0.3 |
| Total Project Cost | \$0.6 |

PROJECT DETAILS

| | | | |
|--------------------------------|---|--|--|
| Purpose | To provide interchange improvements by signalizing the Atherton Avenue/Binford intersection. | Description | Signalize the Atherton/Binford intersection. This is a usable segment of a larger interchange project. |
| RTP Goals | Mobility and Safety: improves the connection between the local streets system and freeways to minimize delays and improve safety. | Planning Context | 1999 CMP and 2001 Integrated Countywide Planning Efforts |
| Alternatives Considered | N/A | <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? | |
| | | Project Status | Design and ROW |
| | | PSR Status | Underway |
| | | Environmental Status | Exempt |
| | | Project Sponsor(s) | City of Novato; CALTRANS |
| | | Project Complete and Operational by Year | 2005 |

TRACK 1 INVESTMENTS

MARIN COUNTY
GOLDEN GATE

PROJECT / PROGRAM

| | |
|-----------------------------|---|
| RTP Reference Number | 21308 |
| Project / Program | Expand Manzanita park-and-ride lot |
| Notes | Assumes \$5 million in state ITIP funding; remaining phases to be funded in Blueprint |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------|
| Existing Funding | \$4.7 |
| Track 1 Funds | \$6.0 |
| Total Project Cost | \$10.7 |

PROJECT DETAILS

| | | | |
|--------------------------------|--|--|---|
| Purpose | To expand parking for commuters and provide for remote parking for shuttle service to Muir Woods and other National Park sites in the Route 1 corridor. | Description | Project would add parking spaces and bus staging area. |
| RTP Goals | Mobility: provides additional parking for commuters using Golden Gate express bus service and reduce congestion by removing park-bound recreational vehicles from the road; Environment: consistent with the National Parks mission, reduces the impact on the local environment of the large volume of park visitors in the corridor. | Planning Context | Marin Bus Transit Futures (2001), part of Integrated Transportation Planning Process. |
| Alternatives Considered | Other sites for expanded parking (e.g. Marin City) | <input type="checkbox"/> In Congestion Mgt Plan? <input checked="" type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? | |
| | | Project Status | Environmental |
| | | PSR Status | Underway |
| | | Environmental Status | Underway |
| | | Project Sponsor(s) | Caltrans |
| | | Project Complete and Operational by Year | 2010 |

TRACK 1 INVESTMENTS

MARIN COUNTY
GOLDEN GATE

PROJECT / PROGRAM

| | |
|-----------------------------|--|
| RTP Reference Number | 98154 |
| Project / Program | Widen US 101 from 4 lanes to 6 lanes (including 2 HOV lanes) from Route 37 to the Sonoma County line and convert some portions from expressway to freeway |
| Notes | Between Atherton Avenue and Route 37, project widens US 101 from 6 to 8 lanes; assumes \$90 million in state ITIP funding; companion to Sonoma County project #98147 |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------|
| Existing Funding | \$17.4 |
| Track 1 Funds | \$100.0 |
| Total Project Cost | \$117.4 |

PROJECT DETAILS

| | | | |
|--------------------------------|--|--|--|
| Purpose | With companion project in Sonoma County, extend HOV lanes from Novato in Marin County to Petaluma in Sonoma County. | Description | This project would extend the US 101 HOV lane project in Marin County from Route 37 to the Sonoma County line. The project would result in 1 HOV and 2 general purpose lanes in each direction. The HOV lanes would connect to HOV lanes in Sonoma County that would ultimately extend from Windsor to the Sonoma County line. This is a companion project with #98147 in Sonoma County. |
| RTP Goals | Mobility: improves travel time for carpools and buses | Planning Context | US 101 HOV lanes were first evaluated as part of the 101 Corridor Study in 1990. Most recently, the Marin/Sonoma Land Use/Transportation Study evaluated HOV lanes in the corridor, but assigned this segment a lower priority. Both Sonoma and Marin Counties support widening if additional funds such as ITIP can be found. |
| Alternatives Considered | No build, 2 HOV lanes + 3 interchanges; 2 Mixed flow lanes +3 interchanges; 2 HOV lanes + 2 interchanges; 2 Mixed flow lanes + 2 interchanges. | <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input checked="" type="checkbox"/> In MTC's Blueprint? <input type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? | Project Status Environmental PSR Status Completed Environmental Status Underway Project Sponsor(s) Caltrans Project Complete and Operational by Year 2014 |

TRACK 1 INVESTMENTS

MARIN COUNTY
GOLDEN GATE

PROJECT / PROGRAM

RTP Reference Number 98178

Project / Program US 101/Sir Francis Drake Boulevard improvements (environmental study only)

Notes Remaining phases to be funded in Blueprint

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$1.8 |
| Total Project Cost | \$1.8 |

PROJECT DETAILS

| | | | |
|--------------------------------|---|---|--|
| Purpose | To improve traffic movements at the US 101/Greenbrae interchange. | Description | Track 1 funds would fund the environmental study only. |
| RTP Goals | Mobility: improves flow at the interchange. | Planning Context | 1999 CMP |
| Alternatives Considered | N/A | <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? | |
| | | Project Status | Not Begun |
| | | PSR Status | Not Required |
| | | Environmental Status | Exempt |
| | | Project Sponsor(s) | Caltrans |
| | | Project Complete and Operational by Year | 2006 |

TRACK 1 INVESTMENTS

MARIN COUNTY
GOLDEN GATE

PROJECT / PROGRAM

RTP Reference Number 98179

Project / Program US 101/TiburonBoulevard interchange improvements: widen southbound offramp

Notes Remaining phases to be funded in Blueprint

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------------|
| Existing Funding | \$0.8 |
| Track 1 Funds | \$1.0 |
| Total Project Cost | \$1.8 |

PROJECT DETAILS

| | | | |
|----------------|---|--------------------|--|
| Purpose | To provide the improvements of the interchange area, includes five intersections, which would improve the operating of these intersections at a LOS D or better with the increasing traffic volumes of proposed developments in the vicinity. | Description | The following sequence of construction is: (1) add right turn lane eastbound to the Redwood Frontage Rd/Tiburon Blvd intersection, (2) signalize the East Blithdale Ave./Tower Dr./Kipling Dr. Intersection, (3) widen northbound Redwood Frontage Rd approach, (4) add eastbound Tiburon Blvd. Improvements, (5) add westbound Tiburon Blvd. improvements and signalize the Tiburon Blvd/North Knoll Rd. intersection, and (6) widen US 101 southbound offramp. |
|----------------|---|--------------------|--|

RTP Goals Mobility and Safety: improves the connection between the local streets system and freeways to minimize delays and improve safety.

Planning Context 1999 CMP

Alternatives Considered N/A

☒ In Congestion Mgt Plan? ☐ In MTC's Blueprint?

☐ In Countywide Plan? ☐ In Traffic Congestion Relief Program?

☐ In SalesTax Plan?

Project Status Design and ROW

PSR Status Completed

Environmental Status Exempt

Project Sponsor(s) CALTRANS

Project Complete and Operational by Year 2003

TRACK 1 INVESTMENTS

MARIN COUNTY
NORTH BAY EAST-WEST

PROJECT / PROGRAM

RTP Reference Number 98146
 Project / Program Route 37 traveler information system
 Notes Improvements identified in the North Bay Corridor Study

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$0.3 |
| Total Project Cost | \$0.3 |

PROJECT DETAILS

| | | | |
|----------------|---|--------------------|---|
| Purpose | To provide information on travel conditions to commuters and tourists using Route 37; provides capability to choose alternative routes; and provides future incident management capability. | Description | A traveler information system on Route 37 could include loop sensors to collect speed and congestion data, closed-circuit television cameras, changeable message signs and traffic/visitor-oriented advisory radio. |
|----------------|---|--------------------|---|

| | | | |
|------------------|---|-------------------------|--|
| RTP Goals | Mobility: alerts drivers to traffic/travel conditions on Route 37 | Planning Context | Recommended in the North Bay Corridor Study (March 1998) |
|------------------|---|-------------------------|--|

Alternatives N/A
 Considered

| | |
|--|--|
| <input type="checkbox"/> In Congestion Mgt Plan? | <input type="checkbox"/> In MTC's Blueprint? |
| <input type="checkbox"/> In Countywide Plan? | <input type="checkbox"/> In Traffic Congestion Relief Program? |
| <input type="checkbox"/> In SalesTax Plan? | |

| | |
|--|--------------|
| Project Status | Not Begun |
| PSR Status | Not Required |
| Environmental Status | Exempt |
| Project Sponsor(s) | Caltrans |
| Project Complete and Operational by Year | |

TRACK 1 INVESTMENTS

NAPA COUNTY
NORTH BAY EAST-WEST

| PROJECT / PROGRAM |
|-------------------|
|-------------------|

RTP Reference Number 21401
Project / Program Route 29/12/121 (Stanly Ranch) intersection improvements
Notes

| PROJECT COST AND FUNDING |
|--------------------------|
|--------------------------|

(In Millions of 2001 Dollars)

Existing Funding \$0.0

Track 1 Funds \$11.0

 Total Project Cost \$11.0

| PROJECT DETAILS |
|-----------------|
|-----------------|

Purpose To provide congestion relief and enhance intersection capacity to accommodate current and future travel demand for commuter, visitor, and freight related trips.

Description Construct partial grade separation at Routes 29/12/121.

RTP Goals Mobility, Economic Vitality: provides congestion relief.

Planning Context 1999 NCTPA Strategic Transportation Plan

Alternatives Considered Not applicable

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Future

Environmental Status Future

Project Sponsor(s) Napa County Transportation Planning Agency, City of Napa

Project Complete and Operational by Year 2025

TRACK 1 INVESTMENTS

NAPA COUNTY
NORTH BAY EAST-WEST

PROJECT / PROGRAM

RTP Reference Number 94073
 Project / Program Route 12/29/221 (Soscol Avenue) intersection improvements
 Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$2.1 |
| Track 1 Funds | \$17.8 |
| Total Project Cost | \$19.9 |

PROJECT DETAILS

Purpose To provide congestion relief at second most congested location in the Napa Valley. **Description** Build new southbound Route 221 to southbound Route 29 flyover.

RTP Goals Mobility, Economic Vitality, and Community Vitality: provides major congestion relief at a key intersection in the Napa communities (location through which all traffic going any direction from this point must pass). **Planning Context** 1999 NCTPA Strategic Transportation Plan

Alternatives Considered Not applicable

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Environmental

PSR Status Completed

Environmental Status Underway

Project Sponsor(s) Napa County Transportation Planning Agency; County of Napa; City of Napa

Project Complete and Operational by Year 2010

TRACK 1 INVESTMENTS

NAPA COUNTY
NORTH BAY EAST-WEST

| PROJECT / PROGRAM | |
|----------------------|---|
| RTP Reference Number | 94074 |
| Project / Program | Widen Route 12 (Jamieson Canyon) from I-80 in Solano County to Route 29 in Napa County from 2 lanes to 4 lanes (Napa County portion of project) |
| Notes | Assumes \$28.8 million in state ITIP funding; companion to Solano County project #94152. |

| PROJECT COST AND FUNDING | |
|-------------------------------|---------------|
| (In Millions of 2001 Dollars) | |
| Existing Funding | \$2.8 |
| Track 1 Funds | \$38.8 |
| Total Project Cost | \$41.6 |

| PROJECT DETAILS | |
|--|---|
| Purpose | To improve safety on Route 12 and accommodate increasing commute and tourist traffic between Napa and Solano Counties. |
| Description | Widen Route 12 from 2 to 4 lanes from I-80 to Route 29. Solano County will widen Route 12 from 2 to 4 lanes from the Napa County line to I-80. This is companion project with Solano County project #94152. |
| RTP Goals | Mobility, Economic Vitality, Community Vitality: reduces congestion on a major entranceway into the Napa communities and provides a better connection for Napa residents to I-80 and the major industrial areas in Solano County. |
| Planning Context | |
| Alternatives Considered | Not applicable |
| <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input checked="" type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input checked="" type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? | |
| Project Status | Environmental |
| PSR Status | Completed |
| Environmental Status | Underway |
| Project Sponsor(s) | Solano Transportation Authority; CalTrans; Napa County Transportation Planning Agency |
| Project Complete and Operational by Year 2011 | |

TRACK 1 INVESTMENTS

NAPA COUNTY
NORTH BAY EAST-WEST

PROJECT / PROGRAM

RTP Reference
Number 94075
Project / Program Route 12/29 (Airport Road) grade separation
Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$1.5 |
| Track 1 Funds | \$26.9 |
| Total Project Cost | \$28.4 |

PROJECT DETAILS

Purpose To construct interchange at Routes 12/29. Supports capacity improvements on Route 12 from Route 29 to I-80. No reasonable alternate routes are available. Decreases congestion and improves access to the three largest industrial parks in the Napa Valley. Also intersection at Route 12/29 provides access to Napa County airport.

Description Construct interchange at Route 12/29. At-grade intersection is currently controlled by traffic signals.

RTP Goals Mobility, Economic Vitality, Community Vitality: decreases congestion and improves access to the three largest industrial parks in the Napa Valley and Napa County Airport.

Planning Context 1998 North Bay Corridor Study, 1999 NCTPA Strategic Transportation Plan, 2000 Traffic Congestion Relief Program

Alternatives Considered Not applicable

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☒ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Environmental

PSR Status Completed

Environmental Status Underway

Project Sponsor(s) Napa County Transportation Planning Agency; County of Napa

Project Complete and Operational by Year 2009

TRACK 1 INVESTMENTS

NAPA COUNTY
NAPA VALLEY

PROJECT / PROGRAM

RTP Reference Number 21402
Project / Program Napa-to-Fairfield fixed-route transit (capital costs)
Notes Operating funds from existing sources

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$1.8 |
| Total Project Cost | \$1.8 |

PROJECT DETAILS

Purpose To enhance transit service and improve interregional connections with neighboring counties.

Description Provide capital funds for the transit connection between Napa and Fairfield.

RTP Goals Mobility, Economic Vitality, Community Vitality, and Equity: provide transit connections from Napa to Fairfield

Planning Context NCTPA 1999 Strategic Transportation Plan

Alternatives Considered Not applicable

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Not Required

Environmental Status Exempt

Project Sponsor(s) Napa County Transportation Planning Agency

Project Complete and Operational by Year 2025

TRACK 1 INVESTMENTS

NAPA COUNTY
NAPA VALLEY

| PROJECT / PROGRAM | |
|-------------------|--|
|-------------------|--|

| | |
|-----------------------------|--|
| RTP Reference Number | 21403 |
| Project / Program | Non-capacity increasing operational improvements to MTS and non-MTS streets and roads network in Napa Valley |
| Notes | |

| PROJECT COST AND FUNDING | |
|--------------------------|--|
|--------------------------|--|

(In Millions of 2001 Dollars)

| | |
|---------------------------|-------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$4.5 |
| Total Project Cost | \$4.5 |

| PROJECT DETAILS | |
|-----------------|--|
|-----------------|--|

| | | | |
|----------------|---|--------------------|---|
| Purpose | To improve operations and safety on MTS and non-MTS streets and roads within Napa Valley Subarea by fine-tuning traffic operations. Benefits include improved safety and efficiency, and better integration of auto, bus, bicycles and pedestrian facilities. | Description | Projects are to be determined based upon more detailed analysis. Projects could potentially include improvements to ramp merges, diverges, or storage, improving ramp and overcrossing channelization, traffic operational improvements and arterial calming. |
|----------------|---|--------------------|---|

| | | | |
|------------------|---|-------------------------|--|
| RTP Goals | Mobility, Economic Vitality, Community Vitality, Equity, and Safety: provide improved access and operations of MTS and non-MTS streets and roads. | Planning Context | NCTPA 1999 Strategic Transportation Plan |
|------------------|---|-------------------------|--|

| | | |
|--------------------------------|----------------|---|
| Alternatives Considered | Not applicable | <input type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? |
|--------------------------------|----------------|---|

| | |
|---|--------------|
| Project Status | Not Begun |
| PSR Status | Not Required |
| Environmental Status | Future |
| Project Sponsor(s) | NCTPA |
| Project Complete and Operational by Year | 2025 |

TRACK 1 INVESTMENTS

NAPA COUNTY
NAPA VALLEY

PROJECT / PROGRAM

RTP Reference Number 94072
Project / Program Widen First Street overcrossing on Route 29 from 2 lanes to 4 lanes in the city of Napa
Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding \$0.0

Track 1 Funds \$3.3

 Total Project Cost \$3.3

PROJECT DETAILS

| | | | |
|------------------|---|-------------------------|---|
| Purpose | To bring interchange up to standard design widths, and increase capacity at critical, congested location. | Description | Widen the First Street overcrossing on Route 29 from 2 to 4 lanes in the city of Napa. This is structure construction only. |
| RTP Goals | Mobility, Economic Vitality: provides route continuity, increases capacity at a congestion location, and removes bottleneck at the existing overpass to allow improved access to downtown Napa. | Planning Context | 1998 RTP Track 1 |

Alternatives Considered Not applicable

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☐ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Completed

Environmental Status Future

Project Sponsor(s) City of Napa

Project Complete and Operational by Year 2025

TRACK 1 INVESTMENTS

SAN FRANCISCO COUNTY
SAN FRANCISCO COUNTY-WIDE

PROJECT / PROGRAM

RTP Reference
Number 21505

Project / Program Local bridge seismic work

Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$5.0 |
| Total Project Cost | \$5.0 |

PROJECT DETAILS

Purpose To maintain existing bridge structures and pedestrian overcrossings, and to improve public safety.

Description Repair and seismic retrofit of bridge structures and pedestrian overcrossings.

RTP Goals Mobility, Safety: provides maintenance and safety improvements on key bridge structures

Planning Context

Alternatives Considered N/A

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☐ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Not Required

Environmental Status Future

Project Sponsor(s) Various Local Agencies

Project Complete and Operational by Year 2025

TRACK 1 INVESTMENTS

SAN FRANCISCO COUNTY
GOLDEN GATE

PROJECT / PROGRAM

| | |
|-----------------------------|--|
| RTP Reference Number | 94089 |
| Project / Program | Doyle Drive replacement - US 101 south of the Golden Gate Bridge |
| Notes | Track 1 assumes \$28.0 million in state ITIP funding and \$60.0 million in Federal Public Lands Highway funding. Existing Funding includes a San Francisco general fund commitment of \$60.0 million that would be replaced with local sales tax funds if a rollover of San Francisco's sales tax measure is approved. |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------|
| Existing Funding | \$324.0 |
| Track 1 Funds | \$96.0 |
| Total Project Cost | \$420.0 |

PROJECT DETAILS

| | | | |
|--------------------------------|---|--|--|
| Purpose | To replace Doyle Drive viaduct with a scenic parkway. New facility would seismically upgrade Doyle Drive, improve safety, and provide access to Presidio. | Description | Replace Doyle Dr. with parkway between Park Presidio and Richardson Drive. The existing viaduct, over 50 years old and due for replacement, will be replaced with a surface 6 lane expressway, in keeping with the Presidio's park-like setting. |
| RTP Goals | Mobility and Safety: maintains and sustains existing system and improves safety; Community Vitality: provides a facility more conducive to urban park setting in Golden Gate National Recreational Area (GGNRA). | Planning Context | Evaluated as part of the Doyle Drive Intermodal Study completed by San Francisco County Transportation Authority (SFCTA) in June 1996. |
| Alternatives Considered | N/A | <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input type="checkbox"/> In Countywide Plan? <input checked="" type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? | |
| | | Project Status | Environmental |
| | | PSR Status | Completed |
| | | Environmental Status | Underway |
| | | Project Sponsor(s) | Caltrans; San Francisco County Transportation Authority |
| | | Project Complete and Operational by Year | 2010 |

TRACK 1 INVESTMENTS

SAN FRANCISCO COUNTY
PENINSULA

PROJECT / PROGRAM

| | |
|-----------------------------|--|
| RTP Reference Number | 21342 |
| Project / Program | Caltrain Downtown Extension/TransBay Terminal Replacement |
| Notes | Reflects total costs & revenues; Existing Funding assumes \$27 million in local sales tax funding from San Mateo County; Track 1 assumes \$23 million from S.F. (S.F. will explore contributions from other counties benefitting from extensions/terminal), \$203 million from bridge tolls and \$59 million from ITIP |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|-----------|
| Existing Funding | \$1,600.0 |
| Track 1 Funds | \$285.0 |
| Total Project Cost | \$1,885.0 |

PROJECT DETAILS

| | | | |
|------------------|---|-------------------------|--|
| Purpose | To provide for an extension of Caltrain to downtown San Francisco, and replace the existing Transbay Terminal. | Description | Extend the Caltrain heavy rail system in a tunnel from the current terminal at Fourth and King to a new terminal at First and Mission, and replace the existing Transbay Terminal. The Downtown Extension will connect the South Bay with the region's largest and densest concentration of employment, San Francisco's Financial District. The new Transbay Terminal is a multimodal terminal connecting local, intercity, and interregional bus and rail, as well as a planned future high-speed rail service. |
| RTP Goals | Mobility, Equity, Environment, Economic Vitality, and Community Vitality: provides for a transit extension to address regional transit needs, increases transit trips, and facilitates transit-oriented developments around stations and Transbay Terminal. | Planning Context | The joint Caltrain Downtown Extension/Transbay Terminal EIR/EIS (currently underway) is scheduled for completion in 2002. |

Alternatives Considered See EIR/EIS.

- ☐ In Congestion Mgt Plan? ☒ In MTC's Blueprint?
☐ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Environmental
PSR Status Not Required
Environmental Status Underway
Project Sponsor(s) San Francisco County Transportation Authority, Caltrain JPB

Project Complete and Operational by Year 0

TRACK 1 INVESTMENTS

SAN FRANCISCO COUNTY
PENINSULA

PROJECT / PROGRAM

| | |
|-----------------------------|--|
| RTP Reference Number | 21509 |
| Project / Program | Caltrain electrification from San Francisco to Gilroy |
| Notes | Reflects total costs & revenues; Track 1 assumes at least \$47 million from S.F., \$65 million in ITIP and \$50 million in AB 434 funds; final distribution of revenues among the JPB counties subject to negotiation by the JPB |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------|
| Existing Funding | \$440.0 |
| Track 1 Funds | \$162.0 |
| Total Project Cost | \$602.0 |

PROJECT DETAILS

| | | | |
|--------------------------------|---|---|---|
| Purpose | To upgrade Caltrain infrastructure. Caltrain is one of the oldest commuter railroads in the country. The JPB has determined as essential to upgrade Caltrain's utility and reliability, and has resolved to rebuild and modernize Caltrain's infrastructure. Converting the existing diesel mode to electrification will improve travel times and reduce noise in adjacent neighborhoods. | Description | Electrification of the Caltrain corridor from San Francisco to Gilroy. Includes catenary poles, wires, power supply, track, signal. |
| RTP Goals | Mobility: improves transit travel times; Community Vitality: reduces train noise in neighboring communities | Planning Context | CTP; MTC's Blueprint; sales tax plan |
| Alternatives Considered | No build. | <input type="checkbox"/> In Congestion Mgt Plan? <input checked="" type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input checked="" type="checkbox"/> In SalesTax Plan? | |
| | | Project Status | Not Begun |
| | | PSR Status | Not Required |
| | | Environmental Status | Future |
| | | Project Sponsor(s) | Caltrain JPB |
| | | Project Complete and Operational by Year | 2006 |

TRACK 1 INVESTMENTS

SAN FRANCISCO COUNTY

SAN FRANCISCO

PROJECT / PROGRAM

RTP Reference
Number 21501

Project / Program Bicycle projects and programs

Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding \$0.0

Track 1 Funds \$4.0

 Total Project Cost \$4.0

PROJECT DETAILS

Purpose To make bicycle travel safer, more convenient, and more attractive.

Description Various projects and programs to improve safety and mobility for cyclists, including but not limited to bicycle lanes and paths, improved signage, crossing improvements, and education campaigns.

RTP Goals Mobility, Community Vitality, Equity, and Safety; provide opportunities for non-motorized travel

Planning Context

Alternatives Considered N/A

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☐ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Not Required

Environmental Status Future

Project Sponsor(s) SFTA; Various Local Agencies

Project Complete and Operational by Year 2025

TRACK 1 INVESTMENTS

SAN FRANCISCO COUNTY

SAN FRANCISCO

PROJECT / PROGRAM

RTP Reference
Number 21502

Project / Program Pedestrian projects and programs

Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$4.0 |
| Total Project Cost | \$4.0 |

PROJECT DETAILS

Purpose To make pedestrian travel safer, more convenient, more attractive, and more accessible.

Description Various pedestrian-oriented projects and programs, including but not limited to sidewalk repair, crossing signals and improvements, education campaigns, and signage.

RTP Goals Mobility, Community Vitality, Equity, Environment, and Safety: provide opportunities for non-motorized travel

Planning Context

Alternatives Considered N/A

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☐ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Not Required

Environmental Status Future

Project Sponsor(s) SFTA; Various Local Agencies

Project Complete and Operational by Year 2025

TRACK 1 INVESTMENTS

SAN FRANCISCO COUNTY

SAN FRANCISCO

PROJECT / PROGRAM

RTP Reference
Number 21503

Project / Program Traffic calming

Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$4.0 |
| Total Project Cost | \$4.0 |

PROJECT DETAILS

Purpose To improve bike and pedestrian safety and comfort, improve neighborhood vitality, and encourage use transit by implementing traffic calming projects at various locations citywide.

Description Traffic calming projects at selected locations citywide, including but not limited to streetscapes, bicycle improvements (lanes, signage), pedestrian improvements (e.g. bulb outs, crosswalks), transit enhancements (improved boarding areas), and other traffic calming devices such as traffic circles, speed tables, landscaping, etc.

RTP Goals Mobility, Community Vitality, Equity, and Safety: provides opportunities for non-motorized travel and improves neighborhood traffic circulation

Planning Context

Alternatives Considered N/A

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☐ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Not Required

Environmental Status Future

Project Sponsor(s) SFTA; Various Local Agencies

Project Complete and Operational by Year 2025

TRACK 1 INVESTMENTS

SAN FRANCISCO COUNTY

SAN FRANCISCO

PROJECT / PROGRAM

RTP Reference
Number 21504

Project / Program Traffic signals and signs

Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$2.0 |
| Total Project Cost | \$2.0 |

PROJECT DETAILS

| | | | |
|--------------------------------|--|---|--|
| Purpose | To improve traffic and transit flow and improve safety for all road users, including bicyclists and pedestrians. | Description | Installation of new traffic signals and signs, and upgrades to existing signals and supporting infrastructure (e.g. conduit), citywide. |
| RTP Goals | Mobility, Safety, and Environment: improves signalization and signage and relieves congestion | Planning Context | |
| Alternatives Considered | N/A | | <input type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? |
| | | Project Status | Not Begun |
| | | PSR Status | Not Required |
| | | Environmental Status | Future |
| | | Project Sponsor(s) | Various Local Agencies |
| | | Project Complete and Operational by Year | 2025 |

TRACK 1 INVESTMENTS

SAN FRANCISCO COUNTY

SAN FRANCISCO

PROJECT / PROGRAM

RTP Reference
Number 21506

Project / Program Integrated Traffic Management System

Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$4.0 |
| Total Project Cost | \$4.0 |

PROJECT DETAILS

Purpose To better manage transit and traffic flow, improve ability to respond to non-recurrent congestion and special events, and improve information dissemination to all road users through improved signal coordination, real time data collection and links to Caltrans TOS.

Description The ITMS is a multi-phased, citywide project with the first phases concentrated on Downtown, South of Market and Third Street corridor, as well as construction of a traffic management center. Future phases include proposed expansion to the Civic Center area. Improvements include, but are not limited to loop detectors, signal interconnect, video surveillance, extinguishable message signs, and links to the City's and Caltrans traffic management centers.

RTP Goals Mobility, Environment: manages transit and traffic flow, reduces congestion, and deploys system management strategies

Planning Context

Alternatives Considered N/A

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☐ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Not Required

Environmental Status Exempt

Project Sponsor(s) Various Local Agencies

Project Complete and Operational by Year 2005

TRACK 1 INVESTMENTS

SAN FRANCISCO COUNTY

SAN FRANCISCO

PROJECT / PROGRAM

RTP Reference
Number 21507

Project / Program Transit enhancements

Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding \$0.0

Track 1 Funds \$8.0

Total Project Cost \$8.0

PROJECT DETAILS

Purpose To improve transit reliability, reduce travel time, and improve safety for transit users; and to attract new riders by improving the attractiveness of transit.

Description Various operational and capital improvements that improve transit system performance for the user, including but not limited to improvements such as real time transit information, signage, improved boarding areas, proof of payment, improved enforcement of transit only lanes, etc.

RTP Goals Mobility, Community Vitality, Environment, and Safety: improves transit services and access

Planning Context

Alternatives Considered N/A

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☐ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Not Required

Environmental Status Future

Project Sponsor(s) Various Transit Agencies

Project Complete and Operational by Year 2025

TRACK 1 INVESTMENTS

SAN FRANCISCO COUNTY

SAN FRANCISCO

PROJECT / PROGRAM

RTP Reference
Number 21508

Project / Program Bus Rapid Transit Program

Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$26.0 |
| Total Project Cost | \$26.0 |

PROJECT DETAILS

Purpose To improve reliability and travel time on transit corridors citywide and increase transit ridership.

Description Implementation of bus rapid transit, transit priority techniques and supporting capital and operational improvements (e.g. proof of payment, improved board areas, transit only lanes) on transit corridors citywide.

RTP Goals Mobility, Environment: improves transit services.

Planning Context

Alternatives Considered N/A

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☐ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Not Required

Environmental Status Future

Project Sponsor(s) Various Transit Agencies

Project Complete and Operational by Year 2025

TRACK 1 INVESTMENTS

SAN FRANCISCO COUNTY

SAN FRANCISCO

PROJECT / PROGRAM

| | |
|-----------------------------|--|
| RTP Reference Number | 21510 |
| Project / Program | Third Street Light Rail Transit extension to Chinatown (Central Subway) |
| Notes | Assumes \$432 million from federal discretionary Section 5309 New Starts funding; 2000 Traffic Congestion Relief Program project |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding \$140.0

Track 1 Funds \$507.0

Total Project Cost \$647.0

PROJECT DETAILS

| | | | |
|----------------|---|--------------------|---|
| Purpose | To improve mobility through the most congested area in downtown San Francisco and provide quicker, more reliable, and more direct rail service between Bayview Hunters Point and Chinatown in downtown San Francisco. | Description | Construction of a subway from 4th/King Streets, under 3rd Street, Geary Street and Stockton Street to Clay Street |
|----------------|---|--------------------|---|

| | | | |
|------------------|--|-------------------------|---|
| RTP Goals | Mobility, Community Vitality: provides new transit services and opportunities for transit-oriented development/redevelopment around station; Equity: provides service to/from predominantly low-income/minority area in Bayview Hunters Point. | Planning Context | Included in 2000 TCRP and sales tax plan. Environmental analysis complete; segment between Bayview Hunters Point and Caltrain station under construction. |
|------------------|--|-------------------------|---|

| | | |
|--------------------------------|-----|--|
| Alternatives Considered | N/A | <input type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input type="checkbox"/> In Countywide Plan? <input checked="" type="checkbox"/> In Traffic Congestion Relief Program? <input checked="" type="checkbox"/> In SalesTax Plan? |
|--------------------------------|-----|--|

Project Status Design and ROW

PSR Status Not Required

Environmental Status Completed

Project Sponsor(s) San Francisco Municipal Railway (MUNI)

Project Complete and Operational by Year 2009

TRACK 1 INVESTMENTS

SAN FRANCISCO COUNTY

SAN FRANCISCO

PROJECT / PROGRAM

| | |
|----------------------|---|
| RTP Reference Number | 21544 |
| Project / Program | Balboa Park BART Station expansion (planning phase only) |
| Notes | Assumes \$2 million in state ITIP funding; 2000 Traffic Congestion Relief Program project |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|--------------------|-------|
| Existing Funding | \$0.4 |
| Track 1 Funds | \$2.0 |
| Total Project Cost | \$2.4 |

PROJECT DETAILS

| | | | |
|--------------------------------|--|---|--|
| Purpose | To improve pedestrian access and egress to the station in terms of capacity, safety, convenience and ADA accessibility; and improve intermodal transit connections through design of an intermodal transit center. | Description | Create a new Ocean Avenue entrance to the Balboa Park BART Station. The existing walkway along the west side of the station will be widened and enhanced for better safety and ADA accessibility. The project PA & ED phase also includes funding for conceptual engineering work with SF Planning Department, SF Muni and BART related to the creation of an intermodal transit hub at the Balboa Park Station. |
| RTP Goals | Mobility, Community Vitality, and Safety: improves safety and vehicular and pedestrian access to BART station | Planning Context | Partially funded through TCRP (\$0.35 m). |
| Alternatives Considered | N/A | <input type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input type="checkbox"/> In Countywide Plan? <input checked="" type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? | |
| | | Project Status | Not Begun |
| | | PSR Status | Not Required |
| | | Environmental Status | Future |
| | | Project Sponsor(s) | San Francisco Planning Department; San Francisco Municipal Railway (Muni); BART |
| | | Project Complete and Operational by Year | 2007 |

TRACK 1 INVESTMENTS

SAN MATEO COUNTY
PENINSULA

PROJECT / PROGRAM

| | |
|-----------------------------|--|
| RTP Reference Number | 21343 |
| Project / Program | Caltrain Downtown Extension/Transbay Terminal Replacement |
| Notes | Reflects total costs & revenues; Existing Funding assumes \$27 million in local sales tax funding from San Mateo County; Track 1 assumes \$23 million from S.F. (S.F. will explore contributions from other counties benefitting from extensions/terminal), \$203 million from bridge tolls and \$59 million from ITIP |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|-----------|
| Existing Funding | \$1,600.0 |
| Track 1 Funds | \$285.0 |
| Total Project Cost | \$1,885.0 |

PROJECT DETAILS

| | | | |
|------------------|---|-------------------------|--|
| Purpose | To provide for an extension of Caltrain to downtown San Francisco, and replace the existing Transbay Terminal. | Description | Extend the Caltrain heavy rail system in a tunnel from the current terminal at Fourth and King to a new terminal at First and Mission, and replace the existing Transbay Terminal. The Downtown Extension will connect the South Bay with the region's largest and densest concentration of employment, San Francisco's Financial District. The new Transbay Terminal is a multimodal terminal connecting local, intercity, and interregional bus and rail, as well as a planned future high-speed rail service. |
| RTP Goals | Mobility, Equity, Environment, Economic Vitality, and Community Vitality: provides for a transit extension to address regional transit needs, increases transit trips, and facilitates transit-oriented developments around stations and Transbay Terminal. | Planning Context | The joint Caltrain Downtown Extension/Transbay Terminal EIR/EIS (currently underway) is scheduled for completion in 2002. |

Alternatives Considered See EIR/EIS.

- ☐ In Congestion Mgt Plan? ☒ In MTC's Blueprint?
☐ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Environmental
PSR Status Not Required
Environmental Status Underway
Project Sponsor(s) San Francisco County Transportation Authority, Caltrain JPB

Project Complete and Operational by Year 0

TRACK 1 INVESTMENTS

SAN MATEO COUNTY
PENINSULA

PROJECT / PROGRAM

RTP Reference Number 21602
 Project / Program US 101/Broadway interchange reconstruction
 Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$15.0 |
| Track 1 Funds | \$42.5 |
| Total Project Cost | \$57.5 |

PROJECT DETAILS

| | | | |
|----------------|---|--------------------|--|
| Purpose | To bring interchanges up to current design standards, improve on/offramps, and improve connection to local arterials. | Description | Many of the interchanges along US 101 have substandard designs dating back to the 1940s and 50s and are not designed to handle large volumes of traffic. Most of these older interchanges are cloverleaf design. Current design standards favor a diamond design or partial cloverleaf design that can efficiently store traffic on the ramps and more efficiently control vehicle access to local arterials. In addition, several interchanges were not designed to adequately serve the east side of US 101. |
|----------------|---|--------------------|--|

| | | | |
|------------------|---|-------------------------|---|
| RTP Goals | Mobility: provides for smoother traffic flows on and off the freeway. | Planning Context | Countywide Transportation Plan, January 2001; TA Strategic Plan, January 1999 |
|------------------|---|-------------------------|---|

Alternatives Considered N/A

| | |
|---|--|
| <input type="checkbox"/> In Congestion Mgt Plan? | <input type="checkbox"/> In MTC's Blueprint? |
| <input checked="" type="checkbox"/> In Countywide Plan? | <input type="checkbox"/> In Traffic Congestion Relief Program? |
| <input checked="" type="checkbox"/> In SalesTax Plan? | |

| | |
|--|--|
| Project Status | Environmental |
| PSR Status | Underway |
| Environmental Status | Future |
| Project Sponsor(s) | CalTrans; San Mateo County Transit Authority |
| Project Complete and Operational by Year | 2006 |

TRACK 1 INVESTMENTS

SAN MATEO COUNTY
PENINSULA

PROJECT / PROGRAM

RTP Reference Number 21603
 Project / Program US 101/Woodside Road interchange improvements
 Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$7.0 |
| Track 1 Funds | \$60.0 |
| Total Project Cost | \$67.0 |

PROJECT DETAILS

Purpose To increase capacity to reduce congestion.**Description** Widen Route 84 from 4 to 6 lanes from El Camino Real to Broadway, includes improvements to US 101 interchange, to increase capacity and traffic flow.**RTP Goals** Mobility: relieves peak-hour congestion and improves operation of Route 84.**Planning Context** Countywide Transportation Plan, January 2001; TA Strategic Plan, January 1999**Alternatives Considered** N/A

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☒ In SalesTax Plan?

Project Status Design and ROW**PSR Status** Completed**Environmental Status** Completed**Project Sponsor(s)** Redwood City; San Mateo County Transit Authority**Project Complete and Operational by Year** 2004

TRACK 1 INVESTMENTS

SAN MATEO COUNTY
PENINSULA

PROJECT / PROGRAM

RTP Reference Number 21604
 Project / Program US 101 auxiliary lanes from Sierra Point to San Francisco County line
 Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------------|
| Existing Funding | \$1.7 |
| Track 1 Funds | \$1.6 |
| Total Project Cost | \$3.3 |

PROJECT DETAILS

Purpose To improve US 101 operations by providing additional weave capacity between interchanges. Auxiliary lanes provide needed capacity where high on/off volumes at interchanges disrupt freeway flows. This project is part of a countywide project to extend auxiliary lanes from county line-to county line.

Description Add northbound and southbound auxiliary lanes.

RTP Goals Mobility and Safety: improves freeway operations and safety.

Planning Context Countywide Transportation Plan, January 2001; TA Strategic Plan, January 1999

Alternatives Considered N/A

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☒ In SalesTax Plan?

Project Status Not Begun

PSR Status Future

Environmental Status Future

Project Sponsor(s) CalTrans; San Mateo County Transit Authority

Project Complete and Operational by Year 2011

TRACK 1 INVESTMENTS

SAN MATEO COUNTY
PENINSULA

PROJECT / PROGRAM

RTP Reference
Number 21606

Project / Program US 101/ Willow Road interchange reconstruction

Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$12.5 |
| Track 1 Funds | \$12.0 |
| Total Project Cost | \$24.5 |

PROJECT DETAILS

Purpose To bring interchanges up to current standards, improve on/offramps, and improve connections to local arterials.

Description Many of the interchanges along US 101 have substandard designs dating back to the 1940s and 50s and are not designed to handle large volumes of traffic. Most of these older interchanges are cloverleaf. Current design standards favor a diamond design or partial cloverleaf design that can efficiently store traffic on the ramps and more efficiently control vehicle access to local arterials. In addition, several interchanges were not designed to adequately serve the east side of US 101.

RTP Goals Mobility: provides for smoother traffic flows on and off the freeway.

Planning Context Countywide Transportation Plan, January 2001; TA Strategic Plan, January 1999

Alternatives Considered N/A

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☒ In SalesTax Plan?

Project Status Environmental

PSR Status Underway

Environmental Status Future

Project Sponsor(s) CalTrans; San Mateo County Transit Authority

Project Complete and Operational by Year 2004

TRACK 1 INVESTMENTS

SAN MATEO COUNTY
PENINSULA

PROJECT / PROGRAM

RTP Reference Number 21607
 Project / Program US 101/University Avenue interchange reconstruction
 Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$3.0 |
| Track 1 Funds | \$32.3 |
| Total Project Cost | \$35.3 |

PROJECT DETAILS

Purpose To bring interchanges up to current standards, improve on/off ramps, and improve connections to local arterials.

Description Many of the interchanges along US 101 have substandard designs dating back to the 1940s and 50s and are not designed to handle large volumes of traffic. Most of these older interchanges are cloverleaf. Current design standards favor a diamond design or partial cloverleaf design that can efficiently store traffic on the ramps and more efficiently control vehicle access to local arterials. In addition, several interchanges were not designed to adequately serve the east side of US 101.

RTP Goals Mobility: provides for smoother traffic flows on and off the freeway.

Planning Context Countywide Transportation Plan, January 2001; TA Strategic Plan, January 1999

Alternatives Considered N/A

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☒ In SalesTax Plan?

Project Status Not Begun

PSR Status Future

Environmental Status Future

Project Sponsor(s) CalTrans; San Mateo County Transit Authority

Project Complete and Operational by Year 2010

TRACK 1 INVESTMENTS

SAN MATEO COUNTY
PENINSULA

PROJECT / PROGRAM

RTP Reference Number 21608
 Project / Program US 101 auxiliary lanes from Marsh Road to Santa Clara County line
 Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$16.6 |
| Track 1 Funds | \$16.0 |
| Total Project Cost | \$32.6 |

PROJECT DETAILS

Purpose To improve US 101 operations by providing additional weave capacity between interchanges. Auxiliary lanes provide needed capacity where high on/off volumes at interchanges disrupt freeway flows. This project is part of a countywide project to extend auxiliary lanes from county line-to county line.

Description Add northbound and southbound auxiliary lanes.

RTP Goals Mobility and Safety: improves freeway operations and safety.

Planning Context Countywide Transportation Plan, January 2001; TA Strategic Plan, January 1999

Alternatives Considered N/A

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☒ In SalesTax Plan?

Project Status Environmental

PSR Status Underway

Environmental Status Future

Project Sponsor(s) CalTrans; San Mateo County Transit Authority

Project Complete and Operational by Year 2005

TRACK 1 INVESTMENTS

SAN MATEO COUNTY
PENINSULA

PROJECT / PROGRAM

RTP Reference Number 21610
 Project / Program US 101 auxiliary lanes from San Bruno Avenue to Grand Avenue
 Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$6.3 |
| Track 1 Funds | \$6.0 |
| Total Project Cost | \$12.3 |

PROJECT DETAILS

Purpose To improve US 101 operations by providing additional weave capacity between interchanges. Auxiliary lanes provide needed capacity where high on/off volumes at interchanges disrupt freeway flows. This project is part of a countywide project to extend auxiliary lanes from county line-to county line.

Description Add northbound and southbound auxiliary lanes.

RTP Goals Mobility and Safety: improves freeway operations and safety.

Planning Context Countywide Transportation Plan, January 2001; TA Strategic Plan, January 1999

Alternatives Considered N/A

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☒ In SalesTax Plan?

Project Status Not Begun

PSR Status Future

Environmental Status Future

Project Sponsor(s) CalTrans; San Mateo County Transit Authority

Project Complete and Operational by Year 2010

TRACK 1 INVESTMENTS

SAN MATEO COUNTY
PENINSULA

PROJECT / PROGRAM

| | |
|-----------------------------|--|
| RTP Reference Number | 21627 |
| Project / Program | Caltrain electrification from San Francisco to Gilroy |
| Notes | Reflects total costs & revenues; Track 1 assumes at least \$47 million from S.F., \$65 million in ITIP and \$50 million in AB 434 funds; final distribution of revenues among the JPB counties subject to negotiation by the JPB |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------|
| Existing Funding | \$440.0 |
| Track 1 Funds | \$162.0 |
| Total Project Cost | \$602.0 |

PROJECT DETAILS

| | | | |
|--------------------------------|---|---|---|
| Purpose | To upgrade Caltrain infrastructure. Caltrain is one of the oldest commuter railroads in the country. The JPB has determined as essential to upgrade Caltrain's utility and reliability, and has resolved to rebuild and modernize Caltrain's infrastructure. Converting the existing diesel mode to electrification will improve travel times and reduce noise in adjacent neighborhoods. | Description | Electrification of the Caltrain corridor from San Francisco to Gilroy. Includes catenary poles, wires, power supply, track, signal. |
| RTP Goals | Mobility: improves transit travel times; Community Vitality: reduces train noise in neighboring communities | Planning Context | |
| Alternatives Considered | No build. | | <input type="checkbox"/> In Congestion Mgt Plan? <input checked="" type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input checked="" type="checkbox"/> In SalesTax Plan? |
| | | Project Status | Not Begun |
| | | PSR Status | Not Required |
| | | Environmental Status | Future |
| | | Project Sponsor(s) | Caltrain JPB |
| | | Project Complete and Operational by Year | 2006 |

TRACK 1 INVESTMENTS

SAN MATEO COUNTY
PENINSULA

PROJECT / PROGRAM

RTP Reference Number 21632

Project / Program Route 92 from US 101 to I-280: add westbound passing lane

Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$81.6 |
| Total Project Cost | \$81.6 |

PROJECT DETAILS

Purpose To provide an additional uphill lane for slow moving vehicles.

Description Project would add an uphill lane in the westbound direction for passing.

RTP Goals Mobility: relieves peak hour congestion.

Planning Context Countywide Transportation Plan, January 2001.

Alternatives Considered Not applicable.

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☒ In SalesTax Plan?

Project Status Not Begun

PSR Status Completed

Environmental Status Future

Project Sponsor(s) CalTrans

Project Complete and Operational by Year 2013

TRACK 1 INVESTMENTS

SAN MATEO COUNTY
PENINSULA

PROJECT / PROGRAM

| | |
|-----------------------------|---|
| RTP Reference Number | 98176 |
| Project / Program | US 101 auxiliary lanes from 3rd Avenue to Millbrae and US 101/Peninsula Avenue interchange reconstruction |
| Notes | Assumes \$15 million in state ITIP funding |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------|
| Existing Funding | \$60.9 |
| Track 1 Funds | \$26.1 |
| Total Project Cost | \$87.0 |

PROJECT DETAILS

| | | | |
|----------------|--|--------------------|--|
| Purpose | To improve US 101 operations by providing additional weave capacity between interchanges. Auxiliary lanes provide needed capacity where high on/off volumes at interchanges disrupt freeway flows. This project is part of a countywide project to extend auxiliary lanes from county line-to county line. | Description | Auxiliary lanes currently exist from 3rd Avenue to Route 92 in San Mateo. Funds are programmed to construct lanes from Marsh Road to Route 92. This project would extend the northerly auxiliary lane limits from 3rd Avenue to Millbrae Avenue in Millbrae. |
|----------------|--|--------------------|--|

RTP Goals Mobility and Safety: improves freeway operations and safety.

Planning Context Countywide Transportation Plan, January 2001; TA Strategic Plan, January 1999

Alternatives Considered N/A

- ☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☒ In SalesTax Plan?

Project Status Design and ROW
PSR Status Completed
Environmental Status Underway
Project Sponsor(s) CalTrans; San Mateo County Transit Authority
Project Complete and Operational by Year 2005

TRACK 1 INVESTMENTS

SAN MATEO COUNTY

TRANSBAY SAN MATEO-HAYWARD AND DUMBARTON BRIDGES

PROJECT / PROGRAM

| | |
|-----------------------------|---|
| RTP Reference Number | 21618 |
| Project / Program | Dumbarton rail bridge rehabilitation (San Mateo County share) |
| Notes | Assumes \$11.9 million in state ITIP funding; San Mateo share funded through Measure A; companion to Alameda County project #21194 and Santa Clara County project #21792. Operating plan TBD by counties. |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------|
| Existing Funding | \$60.0 |
| Track 1 Funds | \$11.9 |
| Total Project Cost | \$71.9 |

PROJECT DETAILS

| | | | |
|----------------|---|--------------------|---|
| Purpose | To provide a rail connection between East Bay and Peninsula counties. | Description | The proposed project will provide San Mateo's share of matching funds for partnership with Alameda and Santa Clara Counties for the rebuilding of the Dumbarton Rail Corridor. Service would run over the Dumbarton Rail Bridge between the Union City BART Station in Alameda County and Caltrain in San Mateo and Santa Clara Counties. It will include new train sets and four stations. |
|----------------|---|--------------------|---|

| | | | |
|------------------|---|-------------------------|--|
| RTP Goals | Economic Vitality: supports the economic vitality of the region by transporting commuters to and from jobs, passengers to and from two of the region's airports, as well as linking to other Bay Area rail systems. | Planning Context | Valley Transportation Plan 2020, December 2000 |
|------------------|---|-------------------------|--|

Alternatives Considered N/A

- ☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☒ In SalesTax Plan?

Project Status Not Begun

PSR Status Not Required

Environmental Status Future

Project Sponsor(s) Santa Clara Valley Transportation Authority (VTA); San Mateo C/CAG; Alameda County CMA

Project Complete and Operational by Year 2006

TRACK 1 INVESTMENTS

SANTA CLARA COUNTY
SANTA CLARA COUNTY-WIDE

PROJECT / PROGRAM

RTP Reference Number 21748
 Project / Program Santa Clara Countywide Bicycle Program (Tier 2 and beyond)
 Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$25.0 |
| Track 1 Funds | \$23.0 |
| Total Project Cost | \$48.0 |

PROJECT DETAILS

Purpose To provide bicycle facilities, particularly focusing on creek trails.

Description This program was defined in Valley Transportation Plan 2020. It will provide additional funding for bicycle facilities not included in the Tier 1 Bicycle Expenditure Plan for Santa Clara County. Funds could be used to match Water District funding for creek trails.

RTP Goals Mobility, Environment, and Safety: provides for improved and new bike facilities.

Planning Context Valley Transportation Plan 2020, December 2000; Santa Clara Countywide Bicycle Plan, October 2000

Alternatives Considered N/A

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status

PSR Status Not Required

Environmental Status

Project Sponsor(s) Santa Clara Valley Transportation Authority (VTA)

Project Complete and Operational by Year 2025

TRACK 1 INVESTMENTS

SANTA CLARA COUNTY
SANTA CLARA COUNTY-WIDE

PROJECT / PROGRAM

RTP Reference Number 21750
 Project / Program VTA Landscape Restoration and Graffiti Removal Program
 Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$16.0 |
| Total Project Cost | \$16.0 |

PROJECT DETAILS

Purpose To improve environment along freeways and expressways.

Description This program was defined in Valley Transportation Plan 2020. It will provide funding for restoring landscaping and removing graffiti from freeways and expressway facilities.

RTP Goals Environment: restores landscaping and removes graffiti from freeway and expressway facilities

Planning Context Valley Transportation Plan 2020, December 2000

Alternatives Considered N/A

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status

PSR Status Not Required

Environmental Status

Project Sponsor(s) Santa Clara Valley Transportation Authority (VTA)

Project Complete and Operational by Year 2025

TRACK 1 INVESTMENTS

SANTA CLARA COUNTY
SANTA CLARA COUNTY-WIDE

PROJECT / PROGRAM

RTP Reference
Number 21754

Project / Program VTA Soundwall Program

Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$30.0 |
| Total Project Cost | \$30.0 |

PROJECT DETAILS

Purpose To provide noise mitigation from impacts of existing roadways.

Description This program was defined in Valley Transportation Plan 2020. It will provide soundwall funding for uses impacted by existing freeways or expressways.

RTP Goals Environment: provides soundwalls to mitigate noise impacts.

Planning Context Valley Transportation Plan 2020, December 2000

Alternatives Considered N/A

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status

PSR Status Not Required

Environmental Status

Project Sponsor(s) Santa Clara Valley Transportation Authority (VTA)

Project Complete and Operational by Year 2025

TRACK 1 INVESTMENTS

SANTA CLARA COUNTY
SANTA CLARA COUNTY-WIDE

PROJECT / PROGRAM

RTP Reference Number 21755
 Project / Program VTA Transportation Systems Operations and Management Program
 Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$40.0 |
| Total Project Cost | \$40.0 |

PROJECT DETAILS

Purpose To improve efficiency of transportation operations on roadway system in Santa Clara County.

Description This program was defined in Valley Transportation Plan 2020. It will improve efficiency of transportation operations on roadway system in Santa Clara County

RTP Goals Mobility: provides transportation system operations and management for roadway system in Santa Clara County

Planning Context Valley Transportation Plan 2020, December 2000

Alternatives Considered N/A

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status

PSR Status Not Required

Environmental Status

Project Sponsor(s) Santa Clara Valley Transportation Authority (VTA)

Project Complete and Operational by Year 2025

TRACK 1 INVESTMENTS

SANTA CLARA COUNTY
FREMONT-SOUTH BAY

| PROJECT / PROGRAM | |
|-------------------|--|
|-------------------|--|

| | |
|----------------------|--|
| RTP Reference Number | 21713 |
| Project / Program | Route 237 westbound auxiliary lanes between Coyote Creek Bridge and North First Street |
| Notes | |

| PROJECT COST AND FUNDING | |
|--------------------------|--|
|--------------------------|--|

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$15.0 |
| Total Project Cost | \$15.0 |

| PROJECT DETAILS | |
|-----------------|--|
|-----------------|--|

| | | | |
|--------------------------------|---|---|--|
| Purpose | To provide congestion relief and remove bottleneck. | Description | The proposed project will widen Route 237, between Coyote Creek and North First Street in the westbound direction only, to add auxiliary lanes. The existing highway lighting will be relocated. |
| RTP Goals | Mobility: relieves congestion on Route 237. | Planning Context | Valley Transportation Plan 2020, December 2000 |
| Alternatives Considered | N/A | <input type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? | |
| | | Project Status | Not Begun |
| | | PSR Status | Future |
| | | Environmental Status | Future |
| | | Project Sponsor(s) | CalTrans; Santa Clara Valley Transportation Authority (VTA) |
| | | Project Complete and Operational by Year | 2025 |

TRACK 1 INVESTMENTS

SANTA CLARA COUNTY
FREMONT-SOUTH BAY

PROJECT / PROGRAM

RTP Reference Number 21921
 Project / Program BART Extension from Warm Springs to San Jose
 Notes Track 1 funds from federal discretionary Section 5309 New Starts

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding \$2,876.0

Track 1 Funds \$834.0

 Total Project Cost \$3,710.0

PROJECT DETAILS

Purpose To provide intra-regional rail connection between San Francisco, Alameda, Contra Costa County and Santa Clara County.

Description The proposed project will provide extension or connection of rapid rail transit from future BART extension in Warm Spring to Milpitas, downtown San Jose and Santa Clara. VTA is currently conducting a Major Investment Study (MIS) to identify a Preferred Investment Strategy for the corridor. The MIS will be followed by the preparation of an Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) for the Preferred Investment Strategy.

RTP Goals Mobility: provides new intra-regional rail services.

Planning Context Valley Transportation Plan 2020, December 2000

Alternatives Considered Track 1 Subalternative A defined as BART to San Jose/Santa Clara on UPRR alignment

☐ In Congestion Mgt Plan? ☒ In MTC's Blueprint?
☒ In Countywide Plan? ☒ In Traffic Congestion Relief Program?
☒ In SalesTax Plan?

Project Status Not Begun

PSR Status Not Required

Environmental Status Future

Project Sponsor(s) Santa Clara Valley Transportation Authority (VTA)

Project Complete and Operational by Year 2010

TRACK 1 INVESTMENTS

SANTA CLARA COUNTY
SILICON VALLEY

PROJECT / PROGRAM

RTP Reference
Number 21702
Project / Program US 101/Buena Vista Avenue interchange construction
Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$30.0 |
| Total Project Cost | \$30.0 |

PROJECT DETAILS

Purpose To provide for regional connectivity by constructing a full interchange at US 101 and Buena Vista Avenue.

Description The proposed project will construct a full interchange at US 101 and Buena Vista Avenue. The interchange includes a flyover southbound onramp to braid with the existing truck exit at the CHP Inspection Station. Offramp diagonal ramps will be constructed. A loop onramp to northbound US 101 will be constructed. The ramp intersections will be signalized. Highway lighting will be added.

RTP Goals Mobility: full interchange will help facilitate auto and truck traffic.

Planning Context Valley Transportation Plan 2020, December 2000

Alternatives Considered Not applicable

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Future

Environmental Status Future

Project Sponsor(s) Santa Clara Valley
Transportation Authority (VTA);
Gilroy; CalTrans

Project Complete and Operational by Year 2010

TRACK 1 INVESTMENTS

SANTA CLARA COUNTY
SILICON VALLEY

PROJECT / PROGRAM

RTP Reference
Number 21703
Project / Program I-880/Coleman Avenue interchange improvements
Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$5.0 |
| Track 1 Funds | \$55.0 |
| Total Project Cost | \$60.0 |

PROJECT DETAILS

Purpose To provide for congestion relief and regional connectivity by reconstructing the I-880/Coleman Avenue interchange.

Description The proposed project will reconstruct the interchange that includes widening Coleman Avenue to a 6-lane bridge with turn lanes. The I-880 eastbound offramp will be reconfigured as a partial loop. The new intersections will be signalized and highway lighting added.

RTP Goals Mobility: provides for congestion relief and improved regional connectivity.

Planning Context Valley Transportation Plan 2020, December 2000; PE and ED is underway; Draft PSR is complete.

Alternatives Considered Not applicable

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☒ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Design and ROW

PSR Status Underway

Environmental Status Underway

Project Sponsor(s) CalTrans; Santa Clara Valley Transportation Authority (VTA); San Jose

Project Complete and Operational by Year 2005

TRACK 1 INVESTMENTS

SANTA CLARA COUNTY
SILICON VALLEY

PROJECT / PROGRAM

RTP Reference Number 21706
Project / Program US 101/Fourth Street/Zanker Road overcrossing and ramp modifications
Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$50.0 |
| Total Project Cost | \$50.0 |

PROJECT DETAILS

Purpose To provide for regional connectivity by constructing a new overcrossing and ramp modifications at the US 101/Fourth Street/Zanker Road intersection.

Description The proposed project will construct a new overcrossing over US 101 connecting North Fourth Street with Zanker Road. The existing southbound onramp and intersection with North Fourth Street will be modified and a new southbound on-ramp constructed. A new connection to Skyport Drive will be constructed.

RTP Goals Mobility: improves regional connectivity.

Planning Context Valley Transportation Plan 2020, December 2000

Alternatives Considered Not applicable

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Future

Environmental Status Future

Project Sponsor(s) Santa Clara Valley
Transportation Authority (VTA);
San Jose; CalTrans

Project Complete and Operational by Year 0

TRACK 1 INVESTMENTS

SANTA CLARA COUNTY
SILICON VALLEY

| PROJECT / PROGRAM |
|-------------------|
|-------------------|

| | |
|----------------------|--|
| RTP Reference Number | 21707 |
| Project / Program | I-280/I-680 connector to southbound US 101: new grade-separated ramp with Tully Road exit ramp |
| Notes | |

| PROJECT COST AND FUNDING |
|--------------------------|
|--------------------------|

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$25.0 |
| Total Project Cost | \$25.0 |

| PROJECT DETAILS |
|-----------------|
|-----------------|

| | | | |
|------------------|---|-------------------------|--|
| Purpose | To provide for congestion relief, eliminates weaves, and removes bottleneck at a congestion location. | Description | The proposed project will extend the existing I-280/I-680 southbound direct connector to US 101 southbound via a braided ramp. The braided ramp will pass over a relocated US 101 southbound offramp at Tully Road and will also provide a connection to this offramp to Tully Road. |
| RTP Goals | Mobility: provides for congestion relief, eliminates weaves, and removes a bottleneck at a congested location | Planning Context | Valley Transportation Plan 2020, December 2000 |

Alternatives Considered Not applicable

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun
 PSR Status Future
 Environmental Status Future
 Project Sponsor(s) CalTrans; Santa Clara Valley Transportation Authority (VTA)
 Project Complete and Operational by Year 0

TRACK 1 INVESTMENTS

SANTA CLARA COUNTY
SILICON VALLEY

PROJECT / PROGRAM

RTP Reference Number 21708
Project / Program Grade-separate Route 85 northbound to I-280 northbound and I-280 exit to Foothill Expressway ramps
Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$40.0 |
| Total Project Cost | \$40.0 |

PROJECT DETAILS

Purpose To eliminate weaves.

Description The proposed project will reconfigure the existing I-280 northbound off-ramp to Foothill Expressway into a braided ramp with the northbound SR 85 to northbound I-280 direct connector. A new bridge and highway lighting will be included.

RTP Goals Mobility: eliminates weaves on I-280 and Route 85.

Planning Context Valley Transportation Plan 2020, December 2000

Alternatives Considered N/A

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Future

Environmental Status Future

Project Sponsor(s) CalTrans; Santa Clara Valley Transportation Authority (VTA)

Project Complete and Operational by Year 0

TRACK 1 INVESTMENTS

SANTA CLARA COUNTY
SILICON VALLEY

| PROJECT / PROGRAM | |
|----------------------|--|
| RTP Reference Number | 21712 |
| Project / Program | Montague Expressway/San Tomas Expressway/US 101/Mission College Boulevard interchange improvements |
| Notes | |

| PROJECT COST AND FUNDING | |
|-------------------------------|--------|
| (In Millions of 2001 Dollars) | |
| Existing Funding | \$0.0 |
| Track 1 Funds | \$10.0 |
| Total Project Cost | \$10.0 |

| PROJECT DETAILS | |
|---|--|
| Purpose | To provide congestion relief and eliminate weaves. |
| Description | The proposed project will widen Montague Expressway between US 101 and Mission College Boulevard, from 6 lanes to 8 lanes, providing an additional lane in each direction. The existing cloverleaf will be modified to a partial cloverleaf (eliminating the offramp loops and reconfiguring/widening the offramp diagonal to signalized intersections). |
| RTP Goals | Mobility: provides congestion relief and eliminates weaves on Montague Expressway between US 101 and Mission College Boulevard. |
| Planning Context | Valley Transportation Plan 2020, December 2000; Montague Expressway Traffic Study and Improvement Alternative Analysis, March 1999 |
| Alternatives Considered | N/A |
| <input type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? | |
| Project Status | Not Begun |
| PSR Status | Future |
| Environmental Status | Future |
| Project Sponsor(s) | CalTrans; Santa Clara; Santa Clara County |
| Project Complete and Operational by Year | 2010 |

TRACK 1 INVESTMENTS

SANTA CLARA COUNTY
SILICON VALLEY

| PROJECT / PROGRAM |
|-------------------|
|-------------------|

| | |
|----------------------|---|
| RTP Reference Number | 21714 |
| Project / Program | Route 25/Santa Teresa Boulevard/US 101 interchange construction |
| Notes | Assumes \$45 million in state ITIP funding |

| PROJECT COST AND FUNDING |
|--------------------------|
|--------------------------|

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$75.0 |
| Total Project Cost | \$75.0 |

| PROJECT DETAILS |
|-----------------|
|-----------------|

| | | | |
|----------------|---|--------------------|---|
| Purpose | To provide congestion relief, remove bottleneck, and provide regional connectivity. | Description | The proposed project will construct a full interchange at the intersection of US 101 and Route 25. Direct connectors from southbound US 101 to southbound Route 25 and from northbound Route 25 to northbound US 101 will be constructed. An extension to Santa Teresa Boulevard will be constructed as part of the project. Diagonal ramps (except to northbound US 101 from southbound Santa Teresa Boulevard which will be constructed as a loop) will be constructed. Highway lighting will be added. |
|----------------|---|--------------------|---|

| | | | |
|------------------|---|-------------------------|--|
| RTP Goals | Mobility: relieves congestion, removes bottleneck, and provides regional connectivity at US 101 and Route 25. | Planning Context | Valley Transportation Plan 2020, December 2000 |
|------------------|---|-------------------------|--|

Alternatives Considered N/A

| | |
|---|--|
| <input type="checkbox"/> In Congestion Mgt Plan? | <input type="checkbox"/> In MTC's Blueprint? |
| <input checked="" type="checkbox"/> In Countywide Plan? | <input type="checkbox"/> In Traffic Congestion Relief Program? |
| <input type="checkbox"/> In SalesTax Plan? | |

Project Status Not Begun

PSR Status Underway

Environmental Status Future

Project Sponsor(s) CalTrans; Santa Clara Valley Transportation Authority (VTA); Gilroy

Project Complete and Operational by Year 2010

TRACK 1 INVESTMENTS

SANTA CLARA COUNTY
SILICON VALLEY

| PROJECT / PROGRAM | |
|----------------------|--|
| RTP Reference Number | 21715 |
| Project / Program | Additional Route 152 safety improvements between US 101 and Route 156 (may include a westbound Route 152 to westbound Route 156 flyover) |
| Notes | |

| PROJECT COST AND FUNDING | |
|-------------------------------|---------------|
| (In Millions of 2001 Dollars) | |
| Existing Funding | \$0.0 |
| Track 1 Funds | \$10.0 |
| Total Project Cost | \$10.0 |

| PROJECT DETAILS | |
|---|---|
| Purpose | To provide safety and mobility improvements. |
| Description | The proposed project will improve the operations of the intersection of Routes 152/156, which may include a direct connector separation ramp from westbound Route 152 to westbound Route 156 with a reconfigured at-grade direct connector from eastbound Route 156 to eastbound Route 152. All the other movements (at-grade) will be upgrade. Highway lighting will be added. Caltrans, the County, and the VTA have other safety projects programmed on Route 152. |
| RTP Goals | Mobility, Safety: provides safety and mobility improvements at Route 152 and Route 156. |
| Planning Context | Valley Transportation Plan 2020, December 2000 |
| Alternatives Considered | N/A |
| <input type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? | |
| Project Status | Not Begun |
| PSR Status | Completed |
| Environmental Status | Future |
| Project Sponsor(s) | CalTrans; Santa Clara Valley Transportation Authority (VTA) |
| Project Complete and Operational by Year | 2010 |

TRACK 1 INVESTMENTS

SANTA CLARA COUNTY
SILICON VALLEY

PROJECT / PROGRAM

RTP Reference Number 21716
Project / Program Widen Route 237 for HOV lanes between Route 85 and US 101
Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$40.0 |
| Total Project Cost | \$40.0 |

PROJECT DETAILS

Purpose To provide congestion relief, remove bottleneck, and provide HOV system connectivity.

Description The proposed project will construct HOV lanes on Route 237 from Route 85 to Mathilda Avenue, upgrading this facility from 4 lanes to 6 lanes. An additional lane will be added in each direction. The widening will be in the median. Several structures will be widened to accommodate the new lanes. Project Study Report will also analyze operations at Route 237/US 101 and Routes 237/85 interchanges.

RTP Goals Mobility: provides congestion relief and removes bottleneck on Route 237.

Planning Context Valley Transportation Plan 2020, December 2000

Alternatives Considered N/A

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Future

Environmental Status Future

Project Sponsor(s) CalTrans; Santa Clara Valley Transportation Authority (VTA)

Project Complete and Operational by Year 0

TRACK 1 INVESTMENTS

SANTA CLARA COUNTY
SILICON VALLEY

PROJECT / PROGRAM

| | |
|----------------------|---|
| RTP Reference Number | 21717 |
| Project / Program | Upgrade Route 25 to 4-lane expressway standards (Santa Clara County portion of project) |
| Notes | Assumes \$30 million in state ITIP funding |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|--------------------|--------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$50.0 |
| Total Project Cost | \$50.0 |

PROJECT DETAILS

| | | | |
|-------------------------|---|---|--|
| Purpose | To provide safety and mobility improvements. | Description | The proposed project will reconstruct the existing Route 25 2-lane highway into a 4-lane expressway with frontage roads and with grade separations at the UPRR and an interchange at Route 156 Bypass. There will be shoulders in the median and wide shoulders outside the 12-foot lanes to accommodate farm equipment operations. There will be median barrier outside the limits of isolated crossings with left-turn lanes. VTA/Caltrans will conduct a study to consider phasing in of project. |
| RTP Goals | Mobility: provides congestion relief at Route 25. | Planning Context | Valley Transportation Plan 2020, December 2000 |
| Alternatives Considered | N/A | <input type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? | |
| | | Project Status | Not Begun |
| | | PSR Status | Completed |
| | | Environmental Status | Future |
| | | Project Sponsor(s) | CalTrans; Santa Clara Valley Transportation Authority (VTA); San Benito County |
| | | Project Complete and Operational by Year | 2010 |

TRACK 1 INVESTMENTS

SANTA CLARA COUNTY
SILICON VALLEY

PROJECT / PROGRAM

RTP Reference
Number 21718
Project / Program Widen Route 85 from I-280 to Fremont Avenue
Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$15.0 |
| Total Project Cost | \$15.0 |

PROJECT DETAILS

| | | | |
|--------------------------------|--|---|---|
| Purpose | To provide congestion relief and improve operations. | Description | The proposed project will construct auxiliary lanes and reconfigure the existing on-ramps along northbound Route 85 between I-280 and Fremont Avenue. Highway lighting will be added. |
| RTP Goals | Mobility: provides congestion relief on Route 85. | Planning Context | Valley Transportation Plan 2020, December 2000 |
| Alternatives Considered | N/A | <input type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? | |
| | | Project Status | Not Begun |
| | | PSR Status | Future |
| | | Environmental Status | Future |
| | | Project Sponsor(s) | CalTrans; Santa Clara Valley Transportation Authority (VTA) |
| | | Project Complete and Operational by Year | 0 |

TRACK 1 INVESTMENTS

SANTA CLARA COUNTY
SILICON VALLEY

PROJECT / PROGRAM

RTP Reference
Number 21719
Project / Program I-880/Stevens Creek Boulevard interchange improvements
Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$10.0 |
| Total Project Cost | \$10.0 |

PROJECT DETAILS

Purpose To provide congestion relief, eliminate weaves, and provide regional connectivity.

Description The proposed project will eliminate the eastbound offramp loop and reconfigure the offramp to eastbound Stevens Creek Boulevard which will include construction of a signal and highway lighting.

RTP Goals Mobility: provides congestion relief, eliminates weaves, and provides regional connectivity on I-880 at Stevens Creek Boulevard.

Planning Context Valley Transportation Plan 2020, December 2000

Alternatives Considered N/A

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Future

Environmental Status Future

Project Sponsor(s) CalTrans; Santa Clara Valley Transportation Authority (VTA); San Jose

Project Complete and Operational by Year 2010

TRACK 1 INVESTMENTS

SANTA CLARA COUNTY
SILICON VALLEY

PROJECT / PROGRAM

RTP Reference Number 21720
Project / Program US 101/Tennant Avenue interchange improvements in Morgan Hill
Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$10.0 |
| Total Project Cost | \$10.0 |

PROJECT DETAILS

Purpose To provide congestion relief.

Description The proposed project will construct a new bridge parallel to existing bridge over US 101, widening the existing Tennant Avenue from 2 lanes to 4 lanes with bike lanes and sidewalks. A northbound loop onramp will be constructed. The intersections at the offramp will be signalized. Highway lighting will be added.

RTP Goals Mobility: provides congestion relief on US 101 at Tennant Avenue.

Planning Context Valley Transportation Plan 2020, December 2000

Alternatives Considered N/A

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Future

Environmental Status Future

Project Sponsor(s) Santa Clara Valley
Transportation Authority (VTA);
Morgan Hill; CalTrans

Project Complete and Operational by Year 2010

TRACK 1 INVESTMENTS

SANTA CLARA COUNTY
SILICON VALLEY

PROJECT / PROGRAM

RTP Reference Number 21722
Project / Program Trimble Road/De La Cruz Boulevard/Central Expressway/US 101 interchange improvements
Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$25.0 |
| Total Project Cost | \$25.0 |

PROJECT DETAILS

Purpose To provide congestion relief, eliminate weaves, and remove bottleneck.

Description The proposed project will modify the existing 4-loop cloverleaf to a partial cloverleaf (eliminating the southbound offramp loop and reconfiguring/widening the southbound offramp diagonals to signalized intersections). The project will also widen De La Cruz Boulevard, from Central Expressway to the east side of US 101, from 6 lanes to 8 lanes, providing an additional lane in each direction.

RTP Goals Mobility: provides congestion relief, eliminates weaves, and removes bottleneck at Trimble Road/De La Cruz Boulevard/Central Expressway/US 101.

Planning Context Valley Transportation Plan 2020, December 2000

Alternatives Considered N/A

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Underway

Environmental Status Future

Project Sponsor(s) Santa Clara Valley Transportation Authority (VTA); CalTrans; San Jose

Project Complete and Operational by Year 2010

TRACK 1 INVESTMENTS

SANTA CLARA COUNTY
SILICON VALLEY

PROJECT / PROGRAM

RTP Reference Number 21723
Project / Program US 101/Tully Road interchange modifications
Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$35.0 |
| Total Project Cost | \$35.0 |

PROJECT DETAILS

Purpose To provide congestion relief and eliminate weaves.

Description The proposed project will improve the Tully Road interchange with US 101 by widening the Tully OC Bridge from 6 lanes to 8 lanes, providing an additional lane in each direction. The existing cloverleaf will be modified to a partial cloverleaf (eliminating the offramp loops and reconfiguring/widening the offramp diagonals to signalized intersections). Highway lighting will be added.

RTP Goals Mobility: provides congestion relief and eliminates weaves on US 101 at Tully Road.

Planning Context Valley Transportation Plan 2020, December 2000

Alternatives Considered N/A

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Underway

Environmental Status Future

Project Sponsor(s) Santa Clara Valley Transportation Authority (VTA); San Jose; CalTrans

Project Complete and Operational by Year 2010

TRACK 1 INVESTMENTS

SANTA CLARA COUNTY
SILICON VALLEY

PROJECT / PROGRAM

RTP Reference Number 21724
Project / Program Add US 101 auxiliary lane from Route 87 to Montague Expressway
Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$50.0 |
| Total Project Cost | \$50.0 |

PROJECT DETAILS

| | | | |
|----------------|--|--------------------|---|
| Purpose | To provide congestion relief and removes bottleneck. | Description | The proposed project will widen US 101, between Trimble Road and Montague Expressway going northbound and between Route 87 and Montague Expressway going southbound, to add auxiliary lanes. The existing bridges at Lafayette Street and at the UPRR will be lengthened to accommodate the widening. |
|----------------|--|--------------------|---|

| | | | |
|------------------|---|-------------------------|--|
| RTP Goals | Mobility: provides congestion relief and removes bottleneck at US 101 from Route 87 to Montague Expressway. | Planning Context | Valley Transportation Plan 2020, December 2000 |
|------------------|---|-------------------------|--|

Alternatives Considered N/A

| | |
|---|--|
| <input type="checkbox"/> In Congestion Mgt Plan? | <input type="checkbox"/> In MTC's Blueprint? |
| <input checked="" type="checkbox"/> In Countywide Plan? | <input type="checkbox"/> In Traffic Congestion Relief Program? |
| <input type="checkbox"/> In SalesTax Plan? | |

Project Status Not Begun

PSR Status Future

Environmental Status Future

Project Sponsor(s) CalTrans; Santa Clara Valley Transportation Authority (VTA)

Project Complete and Operational by Year 0

TRACK 1 INVESTMENTS

SANTA CLARA COUNTY
SILICON VALLEY

PROJECT / PROGRAM

RTP Reference Number 21727
Project / Program Route 87/US 101 ramp connection to Trimble Road interchange
Notes Assume \$16 million in state ITIP funding

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$12.0 |
| Track 1 Funds | \$16.0 |
| Total Project Cost | \$28.0 |

PROJECT DETAILS

| | | | |
|--------------------------------|---|---|--|
| Purpose | To provide congestion relief, eliminate weaves, and remove bottleneck. | Description | The proposed project will add a ramp from northbound US 101 to Trimble Road and a slip ramp from northbound Route 87 to stem ramp. |
| RTP Goals | Mobility: provides congestion relief, eliminates weaves, and removes bottleneck at US 101/Route 87 at Trimble Road. | Planning Context | Valley Transportation Plan 2020, December 2000 |
| Alternatives Considered | N/A | | <input type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input checked="" type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? |
| | | Project Status | Design and ROW |
| | | PSR Status | Completed |
| | | Environmental Status | Completed |
| | | Project Sponsor(s) | CalTrans; San Jose; Santa Clara Valley Transportation Authority (VTA) |
| | | Project Complete and Operational by Year | 2010 |

TRACK 1 INVESTMENTS

SANTA CLARA COUNTY
SILICON VALLEY

PROJECT / PROGRAM

RTP Reference Number 21749
Project / Program Construct Butterfield Boulevard from San Pedro Road to Watsonville Road
Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$9.0 |
| Track 1 Funds | \$12.0 |
| Total Project Cost | \$21.0 |

PROJECT DETAILS

| | | | |
|------------------|--|-------------------------|---|
| Purpose | To improve connectivity and efficiency of street system in Morgan Hill. | Description | Construction of Butterfield Boulevard in Morgan Hill provides a 6-lane, north-south arterial, extending from San Pedro Road to Watsonville Road, including a new grade separation of the UPRR. The northern portion of the project is complete. |
| RTP Goals | Mobility: provides connectivity and efficiency of street system along Butterfield Boulevard. | Planning Context | Valley Transportation Plan 2020, December 2000 |

Alternatives N/A
Considered

| | |
|---|--|
| <input type="checkbox"/> In Congestion Mgt Plan? | <input type="checkbox"/> In MTC's Blueprint? |
| <input checked="" type="checkbox"/> In Countywide Plan? | <input type="checkbox"/> In Traffic Congestion Relief Program? |
| <input type="checkbox"/> In SalesTax Plan? | |

Project Status Design and ROW

PSR Status Not Required

Environmental Status Completed

Project Sponsor(s) Morgan Hill

Project Complete and Operational by Year 2010

TRACK 1 INVESTMENTS

SANTA CLARA COUNTY
SILICON VALLEY

PROJECT / PROGRAM

RTP Reference Number 21753
 Project / Program Extend Mary Avenue from Almanor Avenue to H Street, including Route 237/US 101 overcrossing in Sunnyvale
 Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$12.0 |
| Track 1 Funds | \$20.0 |
| Total Project Cost | \$32.0 |

PROJECT DETAILS

| | | | |
|--------------------------------|---|---|---|
| Purpose | To improve connectivity and efficiency of street system in Sunnyvale. | Description | Extension of Mary Avenue in Sunnyvale from Almanor Ave. to H Street, including the Route 237/US 101 overcrossing. |
| RTP Goals | Mobility: improves mobility along Mary Avenue | Planning Context | Valley Transportation Plan 2020, December 2000 |
| Alternatives Considered | N/A | | <input type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? |
| | | Project Status | Not Begun |
| | | PSR Status | Not Required |
| | | Environmental Status | Future |
| | | Project Sponsor(s) | Sunnyvale |
| | | Project Complete and Operational by Year | 0 |

TRACK 1 INVESTMENTS

SANTA CLARA COUNTY
SILICON VALLEY

PROJECT / PROGRAM

| | |
|----------------------|---|
| RTP Reference Number | 21840 |
| Project / Program | San Jose-Santa Clara fourth main track and station upgrades (Phase I) |
| Notes | Assumes \$17.9 million in state ITIP funding |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|--------------------|--------|
| Existing Funding | \$26.1 |
| Track 1 Funds | \$17.9 |
| Total Project Cost | \$44.0 |

PROJECT DETAILS

| | | | |
|--------------------------------|---|--|--|
| Purpose | To improve schedule flexibility, on-time performance and corridor reliability, reduce train running times and increase track capacity to operate more Capitol Corridor, ACE, Caltrain, and UPRR trains between Santa Clara and Diridon Station. (Final scope of Phase I is to be determined at the completion of the Preliminary Engineering phase of project.) | Description | Construct a 4th main track between Santa Clara and Diridon Station, and upgrade the approach capacity of the terminal. Track at Santa Clara, College Park and Diridon Station would be reconstructed/upgraded. New signals and remote controlled switches will connect main tracks and terminal tracks to allow train movements to switch from one track to another. A hold out track or siding will be constructed on the UPRR's Coast main approach to the JPB corridor and Santa Clara Station. |
| RTP Goals | Mobility, Environment: provides for increased commuter and passenger rail service as an alternative to automobile use in the congested South Bay area. | Planning Context | Addition of 4th Track: Capitol Corridor 2001-02 Business Plan Update; Improvements to San Jose-Diridon Caltrain Station: JPB Rapid Rail Update; San Jose-Diridon Station and Santa Clara Station Improvements: Santa Clara County 1999 CMP and 2000 VTA SRTP. |
| Alternatives Considered | Reduce the scope of the project; no increases in passenger rail service in the area; station improvements only. | <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? | |
| | | Project Status | Not Begun |
| | | PSR Status | Underway |
| | | Environmental Status | Future |
| | | Project Sponsor(s) | Cal Train; Capitol Corridor Joint Powers Authority; Altamont Commuter Express; Santa Clara Valley Transportation Authority (VTA) |
| | | Project Complete and Operational by Year | 2005 |

TRACK 1 INVESTMENTS

SANTA CLARA COUNTY
SILICON VALLEY

PROJECT / PROGRAM

| | |
|-----------------------------|--|
| RTP Reference Number | 98175 |
| Project / Program | Widen Montague Expressway from 6 lanes to 8 lanes (adds two mixed flow lanes) from I-680 to US 101 |
| Notes | Allows for use of HOV lanes all day; HOV lanes in the peak periods already exist |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$10.0 |
| Track 1 Funds | \$25.0 |
| Total Project Cost | \$35.0 |

PROJECT DETAILS

| | | | |
|--------------------------------|---|-------------------------|---|
| Purpose | To increase capacity of county east-west corridors, linking I-680 to Silicon Valley. The project will facilitate faster express bus service between Fremont BART, the Tri-Valley, and Santa Clara County. | Description | Add two mixed flow lanes, one in each direction, on Montague Expressway between I-680 and US 101; this will upgrade the Expressway from 8 to 10 lanes (8 mixed flow and 2 HOV). Project will allow operation of HOV lanes in both directions during morning and afternoon peaks (currently operation is in peak direction only). Also includes reconfiguration of I-880/Montague interchange to partial cloverleaf. |
| RTP Goals | Mobility: upgrades capacity of major cross county expressway and increases HOV use. | Planning Context | Santa Clara County Expressway Plan; MTC's 1998 HOV Master Plan Update |
| Alternatives Considered | N/A | | <input type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? |
| | | | Project Status PSR Status Environmental Status Project Sponsor(s) VTA Project Complete and Operational by Year 2006 |

TRACK 1 INVESTMENTS

SANTA CLARA COUNTY
SILICON VALLEY

| PROJECT / PROGRAM | |
|----------------------|---|
| RTP Reference Number | 98210 |
| Project / Program | Widen Central Expressway from 6 lanes to 8 lanes (adds two HOV lanes) between Route 237 and De La Cruz Avenue |
| Notes | |

| PROJECT COST AND FUNDING | |
|-------------------------------|---------------|
| (In Millions of 2001 Dollars) | |
| Existing Funding | \$0.0 |
| Track 1 Funds | \$40.0 |
| Total Project Cost | \$40.0 |

| PROJECT DETAILS | |
|---|---|
| Purpose | To expand the County's HOV system and facilitate ride sharing and bus service. |
| Description | The project will add 2 HOV lanes to Central Expressway for a total of 8 lanes between Route 237 in Mountain View/Sunnyvale and De La Cruz Ave. in Santa Clara, for a distance of 8 miles. |
| RTP Goals | Mobility: reduces travel time for commuters sharing rides or in buses. |
| Planning Context | Santa Clara County Expressway Plan; MTC's 1998 HOV Master Plan Update; VTP 2020 (December 2000) |
| Alternatives Considered | N/A |
| <input type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? | |
| Project Status | |
| PSR Status | |
| Environmental Status | |
| Project Sponsor(s) County | |
| Project Complete and Operational by Year 2009 | |

TRACK 1 INVESTMENTS

SANTA CLARA COUNTY
SILICON VALLEY

PROJECT / PROGRAM

RTP Reference Number 98866
 Project / Program Montague Expressway/Trimble flyover ramp: westbound Montague Expressway to westbound Trimble Road
 Notes Non-capacity increasing improvements only; improvements at Trimble Road (flyover)

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$15.0 |
| Total Project Cost | \$15.0 |

PROJECT DETAILS

| | | | |
|--------------------------------|---|---|--|
| Purpose | To improve traffic flow on Montague Expressway upstream and downstream of the Trimble Rd. intersection. | Description | The project is located in North San Jose, at the intersection of Montague Expressway and Trimble Rd. The project will construct a flyover ramp at Trimble. |
| RTP Goals | Mobility: relieves congestion on Montague Expressway upstream and downstream of the Trimble Rd. intersection. | Planning Context | Montague Expressway Traffic and Engineering study - 1999, VTP 2020 - 12/00 |
| Alternatives Considered | N/A | <input type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? | |
| | | Project Status PSR Status Environmental Status Project Sponsor(s) County Project Complete and Operational by Year 2008 | |

TRACK 1 INVESTMENTS

SANTA CLARA COUNTY
PENINSULA

PROJECT / PROGRAM

| | |
|-----------------------------|--|
| RTP Reference Number | 21344 |
| Project / Program | Caltrain Downtown Extension/Transbay Terminal Replacement |
| Notes | Reflects total costs & revenues; Existing Funding assumes \$27 million in local sales tax funding from San Mateo County; Track 1 assumes \$23 million from S.F. (S.F. will explore contributions from other counties benefitting from extensions/terminal), \$203 million from bridge tolls and \$59 million from ITIP |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|-----------|
| Existing Funding | \$1,600.0 |
| Track 1 Funds | \$285.0 |
| Total Project Cost | \$1,885.0 |

PROJECT DETAILS

| | | | |
|------------------|---|-------------------------|--|
| Purpose | To provide for an extension of Caltrain to downtown San Francisco, and replace the existing Transbay Terminal. | Description | Extend the Caltrain heavy rail system in a tunnel from the current terminal at Fourth and King to a new terminal at First and Mission, and replace the existing Transbay Terminal. The Downtown Extension will connect the South Bay with the region's largest and densest concentration of employment, San Francisco's Financial District. The new Transbay Terminal is a multimodal terminal connecting local, intercity, and interregional bus and rail, as well as a planned future high-speed rail service. |
| RTP Goals | Mobility, Equity, Environment, Economic Vitality, and Community Vitality: provides for a transit extension to address regional transit needs, increases transit trips, and facilitates transit-oriented developments around stations and Transbay Terminal. | Planning Context | The joint Caltrain Downtown Extension/Transbay Terminal EIR/EIS (currently underway) is scheduled for completion in 2002. |

Alternatives Considered See EIR/EIS.

- ☐ In Congestion Mgt Plan? ☒ In MTC's Blueprint?
☐ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Environmental
PSR Status Not Required
Environmental Status Underway
Project Sponsor(s) San Francisco County Transportation Authority, Caltrain JPB

Project Complete and Operational by Year 0

TRACK 1 INVESTMENTS

SANTA CLARA COUNTY
PENINSULA

PROJECT / PROGRAM

| | |
|----------------------|---|
| RTP Reference Number | 21769 |
| Project / Program | Caltrain electrification from San Francisco to Gilroy |
| Notes | Funded through 2000 Measure A sales tax; reflects total costs & revenues; Track 1 assumes at least \$47 million from S.F., \$65 million in ITIP and \$50 million in AB 434 funds; final distribution of revenues among the JPB counties subject to negotiation by the JPB |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|--------------------|---------|
| Existing Funding | \$440.0 |
| Track 1 Funds | \$162.0 |
| Total Project Cost | \$602.0 |

PROJECT DETAILS

| | | | |
|-----------|---|------------------|---|
| Purpose | To upgrade Caltrain infrastructure. Caltrain is one of the oldest commuter railroads in the country. The JPB has determined as essential to upgrade Caltrain's utility and reliability, and has resolved to rebuild and modernize Caltrain's infrastructure. Converting the existing diesel mode to electrification will improve travel times and reduce noise in adjacent neighborhoods. | Description | Electrification of the Caltrain corridor from San Francisco to Gilroy. Includes catenary poles, wires, power supply, track, signal. |
| RTP Goals | Mobility: improves transit travel times; Community Vitality: reduces train noise in neighboring communities | Planning Context | |

Alternatives No build.
Considered

- ☐ In Congestion Mgt Plan? ☒ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☒ In SalesTax Plan?

Project Status Not Begun
 PSR Status Not Required
 Environmental Status Future
 Project Sponsor(s) Caltrain JPB
 Project Complete and Operational by Year 2006

TRACK 1 INVESTMENTS

SOLANO COUNTY
SOLANO COUNTY-WIDE

PROJECT / PROGRAM

RTP Reference Number 21809
 Project / Program Match for improvements to local interchanges and arterials
 Notes Additional projects in Blueprint

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$10.0 |
| Total Project Cost | \$10.0 |

PROJECT DETAILS

Purpose To assist local agencies to fund local interchanges and arterials.

Description Vallejo: (1) Mare Island major arterial improvements (Causeway, Railroad Ave., G. St, Cedar St.); I-80 crossing at Turner; Columbus Parkway widening and I-80 improvements; American Canyon Overpass; Rte 37/Mare Island interchange upgrade (phase 1); Vacaville: (1) California Dr. extension and overcrossing at I-80; (2) Vaca Valley Parkway extension (Brown Valley Rd. to Vine St.); (3) Nut Tree overcrossing; (4) widen Peabody Road to four lanes (South city limits through County); Benicia: (1) I-680 overcrossing (I-680 at Lake Herman Road interchange); Fairfield: (1) Greenvally/I-80 IC; (2) Mangels/Hwy 12 IC; North Texas/I-80 IC.

RTP Goals Mobility: interchange improvements will improve mobility for persons and freight by relieving congestion at the interchange.

Planning Context MTC Blueprint 2000, Solano CMP 1999, Needs assessment of CTP

Alternatives Considered Not applicable

☒ In Congestion Mgt Plan? ☒ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Future

Environmental Status Future

Project Sponsor(s) STA

Project Complete and Operational by Year 2025

TRACK 1 INVESTMENTS

SOLANO COUNTY
SOLANO COUNTY-WIDE

PROJECT / PROGRAM

RTP Reference Number 94153
Project / Program Non-capacity increasing safety projects to improve congested intersections, local arterials and highways
Notes Additional projects in Blueprint

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$3.0 |
| Total Project Cost | \$3.0 |

PROJECT DETAILS

| | | | |
|--------------------------------|--|---|---|
| Purpose | To improve safety in congested intersections, local arterials and highways | Description | Project is to improve safety by non-capacity improvements on congested intersections, local arterials, and highways in Solano County. Project specific details will be determined as they become nominated by local agencies. |
| RTP Goals | Mobility and Safety: improves safety on congested intersections, roadways, and freeways. | Planning Context | 1999 CMP |
| Alternatives Considered | Not to fund non-capacity increasing safety projects. | | <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? |
| | | Project Status | Not Begun |
| | | PSR Status | Not Required |
| | | Environmental Status | Exempt |
| | | Project Sponsor(s) | STA |
| | | Project Complete and Operational by Year | 2010 |

TRACK 1 INVESTMENTS

SOLANO COUNTY
NORTH BAY EAST-WEST

PROJECT / PROGRAM

| | |
|----------------------|---|
| RTP Reference Number | 21823 |
| Project / Program | Operational and safety improvements on Route 12 from Sacramento River to I-80 (Phase 1) |
| Notes | Improvements identified in Route 12 Major Investment Study |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|--------------------|--------|
| Existing Funding | \$32.0 |
| Track 1 Funds | \$2.0 |
| Total Project Cost | \$34.0 |

PROJECT DETAILS

| | | | |
|-------------------------|---|---|---|
| Purpose | To improve safety on Route 12. | Description | Short term operational and safety improvements as recommended in Route 12 Major Investment Study (MIS). |
| RTP Goals | Mobility and Safety: short term operational and safety improvements will improve congestion and enhance mobility on Route 12. | Planning Context | 1999 Solano CMP, 2001 Route 12 MIS (underway) |
| Alternatives Considered | No build. | <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? | |
| | | Project Status | Not Begun |
| | | PSR Status | Not Required |
| | | Environmental Status | Future |
| | | Project Sponsor(s) | Caltrans; Solano Transportation Authority |
| | | Project Complete and Operational by Year | 2010 |

TRACK 1 INVESTMENTS

SOLANO COUNTY
NORTH BAY EAST-WEST

PROJECT / PROGRAM

| | |
|-----------------------------|---|
| RTP Reference Number | 94152 |
| Project / Program | Widen Route 12 (Jamieson Canyon) from I-80 in Solano County to Route 29 in Napa County from 2 lanes to 4 lanes (Solano County portion of project) |
| Notes | Assumes \$44.2 million in state ITIP funding; companion to Napa County project #94074 |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------|
| Existing Funding | \$4.2 |
| Track 1 Funds | \$58.2 |
| Total Project Cost | \$62.4 |

PROJECT DETAILS

| | | | |
|------------------|---|-------------------------|---|
| Purpose | To improve safety on Route 12 and accommodate increasing commute and tourist traffic between Napa and Solano Counties. | Description | Widen Route 12 from 2 to 4 lanes from the Solano County line to Route 29. Solano County will widen Route 12 from 2 to 4 lanes from the Napa County line to I-80. This is a companion project with Napa County project #94074. |
| RTP Goals | Mobility, Economic Vitality, and Community Vitality: reduces congestion on a major entranceway into the Napa communities and provides a better connection for Napa residents to I-80 and the major industrial areas in Solano County. | Planning Context | 1999 Solano CMP, MTC's Blueprint (2000), and Governor's TCRP (200)) |

| | | |
|---|---|---|
| Alternatives Considered | No build. | <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input checked="" type="checkbox"/> In MTC's Blueprint? <input type="checkbox"/> In Countywide Plan? <input checked="" type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? |
| Project Status | Environmental | |
| PSR Status | Completed | |
| Environmental Status | Underway | |
| Project Sponsor(s) | Napa County Transportation Authority; Solano Transportation Authority; Caltrans | |
| Project Complete and Operational by Year | 2011 | |

TRACK 1 INVESTMENTS

SOLANO COUNTY
EASTSHORE-NORTH

PROJECT / PROGRAM

RTP Reference Number 21817
 Project / Program Vallejo intermodal ferry terminal (Phase 1)
 Notes Remaining phases in Blueprint

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$10.0 |
| Track 1 Funds | \$10.0 |
| Total Project Cost | \$20.0 |

PROJECT DETAILS

Purpose To create an intermodal station that would be a "key" transfer station for buses and ferries. Connections with regional and local transit will be provided at this location.

Description The Vallejo Intermodal Station will include structured parking for ferry and express bus patrons, and replacement of Vallejo's main bus transfer location with modern off-street facility. Proposed private sector contributions adjacent to the intermodal facility will include transit-oriented development comprised of high density housing and retail/office development. Project will be located adjacent to Vallejo's Waterfront.

RTP Goals Mobility: supports and promotes intercity and regional transit usage, thereby relieving congestion on the freeway systems; Community Vitality: the intermodal station's proposed location, near the Vallejo Waterfront, will provide an attractive center for transit-oriented developments; Equity: address transportation needs of surrounding low-income neighborhood

Planning Context 1999 Solano CMP, 1995 Intercity Transit , 1998 Vallejo Short Range Transit Plan

Alternatives Considered No build.

☒ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☐ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Not Required

Environmental Status Exempt

Project Sponsor(s) Vallejo

Project Complete and Operational by Year 2010

TRACK 1 INVESTMENTS

SOLANO COUNTY
EASTSHORE-NORTH

PROJECT / PROGRAM

RTP Reference
Number 21819

Project / Program Vallejo ferry maintenance facility

Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------------|
| Existing Funding | \$4.6 |
| Track 1 Funds | \$0.4 |
| Total Project Cost | \$5.0 |

PROJECT DETAILS

Purpose To replace the current temporary maintenance facilities which the ferry system is currently operating from.

Description The project location is Building 165 on Mare Island. The proposed project will include improvements to Building 165 to provide ongoing maintenance needs or a larger vessel fleet in the near future. The project involves: 1) removal of unneeded facilities and equipment previously used by the U.S. Navy, 2) addition of heavy maintenance workshops, related shop equipment, materials and parts storage, 3) addition of maintenance and operations offices, 4) upgrades to maintenance dock and overnight vessel docking facilities, 5) upgrades to existing fuel tank/pump to provide for long term fuel storage.

RTP Goals Mobility: supports the ongoing operations of the Vallejo ferry system.

Planning Context 1999 Solano CMP, 1995 Intercity Transit , 1998 Vallejo Short Range Transit Plan

Alternatives Considered No build.

☒ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☐ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Not Required

Environmental Status Exempt

Project Sponsor(s) Vallejo

Project Complete and Operational by Year 2010

TRACK 1 INVESTMENTS

SOLANO COUNTY
EASTSHORE-NORTH

PROJECT / PROGRAM

RTP Reference Number 21820
 Project / Program Widen I-80 from 6 lanes to 8 lanes part way between Vacaville and Dixon
 Notes Unfunded segment in Blueprint.

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$8.0 |
| Track 1 Funds | \$12.5 |
| Total Project Cost | \$20.5 |

PROJECT DETAILS

Purpose To improve traffic flow along I-80 between Vacaville and Dixon. **Description** Widen I-80 from 6 to 8 lanes on a 10.5 mile stretch between Vacaville and Dixon.

RTP Goals Mobility: improves congestion on I-80 by expanding capacity between Vacaville and Dixon. **Planning Context** 1999 CMP

Alternatives Considered No build.

☒ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☐ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Underway

Environmental Status Future

Project Sponsor(s) Caltrans; STA

Project Complete and Operational by Year 2025

TRACK 1 INVESTMENTS

SOLANO COUNTY
EASTSHORE-NORTH

PROJECT / PROGRAM

| | |
|----------------------|--|
| RTP Reference Number | 94146 |
| Project / Program | Express bus service on I-80 (capital costs for additional services beyond those in Regional Express Bus Program) |
| Notes | Needs operating funds. |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|--------------------|-------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$3.5 |
| Total Project Cost | \$3.5 |

PROJECT DETAILS

| | | | |
|-------------------------|--|--|---|
| Purpose | To improve intercity transit services throughout Solano County. | Description | Implement Solano Intercity Transit Plan. |
| RTP Goals | Mobility and Environment: improves congestion by offering improved transit alternatives. | Planning Context | 1999 Solano CMP, 1995 Intercity Transit Plan. |
| Alternatives Considered | No new service expansion or development. | <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? | |
| | | Project Status | Not Begun |
| | | PSR Status | Not Required |
| | | Environmental Status | Exempt |
| | | Project Sponsor(s) | STA |
| | | Project Complete and Operational by Year | 2010 |

TRACK 1 INVESTMENTS

SOLANO COUNTY
EASTSHORE-NORTH

PROJECT / PROGRAM

| | |
|-----------------------------|--|
| RTP Reference Number | 94148 |
| Project / Program | Construct rail station, track improvements, or intermodal centers for Capitol Corridor intercity rail or commuter rail service; potential station sites are Fairfield/Vacaville, Dixon and Benicia |
| Notes | Unfunded elements in Blueprint |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding \$0.0

Track 1 Funds \$10.0

Total Project Cost \$10.0

PROJECT DETAILS

| | | | |
|--------------------------------|--|--|---|
| Purpose | To improve Capital Corridor intercity rail service. | Description | These funds will be used to construct the next selected rail station. |
| RTP Goals | Mobility and Environment: relieves traffic congestion by adding more transit options. | Planning Context | 1999 Solano CMP, 1995 Solano Rail Facilities Plan |
| Alternatives Considered | Three alternative sites are currently being considered by the STA (Fairfield/Vacaville, Dixon, and Benicia). | <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? | |
| | | Project Status | Not Begun |
| | | PSR Status | Not Required |
| | | Environmental Status | Exempt |
| | | Project Sponsor(s) | STA |
| | | Project Complete and Operational by Year | 2010 |

TRACK 1 INVESTMENTS

SOLANO COUNTY
EASTSHORE-NORTH

PROJECT / PROGRAM

RTP Reference Number 94151
 Project / Program Jepson Parkway (Phase 1): includes I-80/Leisure Town Road interchange improvements
 Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$52.5 |
| Track 1 Funds | \$43.0 |
| Total Project Cost | \$95.5 |

PROJECT DETAILS

Purpose To develop a north-south intracounty roadway system in Solano County for local trips that would otherwise need to use I-80.

Description Phase 1 includes widening Route 12 and Walters Road from 2 to 4 lanes; and extending Walters Road, Cement Hill Road, Vanden road and Leisure Town road to form a continuous 4-lane route from Route 12 to I-80. Phase 1 also includes improvements to the Leisure Town Road/I-80 interchange.

RTP Goals Mobility: improves corridor operations by providing an alternate route to I-80 for local trips from Fairfield and Suisun City to Vacaville. Community Vitality and Environment: enhances by developing corridor in a way that provides greater community identity and encourages pedestrian, bikes and transit use.

Planning Context 1999 Solano CMP, 1996 MTC I-80 Corridor Study, and Jepson Parkway Concept Plan.

Alternatives Considered No Build.

☒ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Environmental

PSR Status Not Required

Environmental Status Underway

Project Sponsor(s) STA

Project Complete and Operational by Year 2010

TRACK 1 INVESTMENTS

SOLANO COUNTY
EASTSHORE-NORTH

PROJECT / PROGRAM

RTP Reference Number 98167

Project / Program I-80 HOV lanes part way between I-680 and I-505 through Fairfield and Vacaville

Notes Assumes \$30 million in state ITIP funding; unfunded segment in Blueprint

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding \$0.0

Track 1 Funds \$52.4

Total Project Cost \$52.4

PROJECT DETAILS

Purpose To construct HOV lanes on I-80 through Fairfield and Vacaville to relieve congestion along that segment of the corridor. It will also be a starting point for a new network of HOV lanes throughout Solano County.

Description Phase 1 includes environmental, design, and preliminary construction.

RTP Goals Mobility: increases carpoolers

Planning Context 1999 Solano CMP; I-80/680/780 Corridor Study (underway)

Alternatives Considered No build alternative.

☒ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☐ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Future

Environmental Status Future

Project Sponsor(s) STA

Project Complete and Operational by Year 2025

TRACK 1 INVESTMENTS

SOLANO COUNTY

DIABLO

PROJECT / PROGRAM

RTP Reference Number 21807
 Project / Program I-80/I-680/Route 12 interchange improvements (Phase 2)
 Notes Assumes \$70 million in state ITIP funding

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|----------------|
| Existing Funding | \$38.0 |
| Track 1 Funds | \$135.0 |
| Total Project Cost | \$173.0 |

PROJECT DETAILS

| | | | |
|--------------------------------|---|---|--|
| Purpose | To relieve congestion on the current interchange. | Description | Phase 2 involves environmental, design, and preliminary construction, and addresses weaving conditions between Route 12 west and Route 12 east. It provides alternative routes on local streets in the vicinity of I-80/I-680 to shift traffic from the interchange. Phase 1 is underway, Caltrans has committed funding to construct auxiliary lanes for the interchange between I-680 to Route 12 to be completed by 2004. |
| RTP Goals | Mobility: improves mobility for persons and freight by relieving congestion at the interchange. | Planning Context | 2000 Blueprint, 1999 CMP, TCRP |
| Alternatives Considered | No build. | | <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input checked="" type="checkbox"/> In MTC's Blueprint? <input type="checkbox"/> In Countywide Plan? <input checked="" type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? |
| | | Project Status | Not Begun |
| | | PSR Status | Underway |
| | | Environmental Status | Future |
| | | Project Sponsor(s) | STA |
| | | Project Complete and Operational by Year | 2010 |

TRACK 1 INVESTMENTS

SOLANO COUNTY

DIABLO

PROJECT / PROGRAM

RTP Reference Number 98100
 Project / Program Additional express bus service on I-680 (capital costs)
 Notes Additional buses in Blueprint

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$2.1 |
| Total Project Cost | \$2.1 |

PROJECT DETAILS

| | | | |
|--------------------------------|--|---|--|
| Purpose | To improve intercity transit services throughout Solano County. | Description | Implement Intercity Transit Plan. Project specific details will be determined as they become nominated by local agencies. |
| RTP Goals | Mobility: express bus service would relieve congestion on I-680 by offering improved transit alternatives. | Planning Context | 1999 Solano CMP, 1995 Intercity Transit Plan |
| Alternatives Considered | Not funding additional express bus service on I-680. | | <input checked="" type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? |
| | | Project Status | Not Begun |
| | | PSR Status | Not Required |
| | | Environmental Status | Exempt |
| | | Project Sponsor(s) | STA |
| | | Project Complete and Operational by Year | 2010 |

TRACK 1 INVESTMENTS

SONOMA COUNTY
GOLDEN GATE

PROJECT / PROGRAM

RTP Reference Number 20003

Project / Program North Coast Railroad Authority track maintenance and rehabilitation

Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$65.0 |
| Track 1 Funds | \$3.0 |
| Total Project Cost | \$68.0 |

PROJECT DETAILS

| | | | |
|--------------------------------|--|--|---|
| Purpose | To rehabilitate existing track to allow use by rail, and provide a rail alternative to US 101 for goods movement. | Description | Rehabilitate existing track to Class 1 standards throughout the county. |
| RTP Goals | Mobility: shifts trucks from US 101 to rail to reduce congestion on US 101; Economic Vitality: improves a freight line that serves as a critical link for North Coast economy. | Planning Context | In 2001 Countywide Plan in concept. Project stems from numerous studies of North Coast Railway. |
| Alternatives Considered | N/A | <input type="checkbox"/> In Congestion Mgt Plan? <input type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input checked="" type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? | |
| | | Project Status | Under Construction |
| | | PSR Status | Not Required |
| | | Environmental Status | Exempt |
| | | Project Sponsor(s) | NCRA |
| | | Project Complete and Operational by Year | 2025 |

TRACK 1 INVESTMENTS

SONOMA COUNTY

GOLDEN GATE

PROJECT / PROGRAM

| | |
|----------------------|--|
| RTP Reference Number | 21902 |
| Project / Program | Widen US 101 (adding an HOV lane in each direction) from Rohnert Park Expressway north through Wilfred Avenue interchange; includes reconstruction of the Wilfred Avenue interchange and reconfiguring local streets |
| Notes | |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|--------------------|--------|
| Existing Funding | \$8.4 |
| Track 1 Funds | \$30.0 |
| Total Project Cost | \$38.4 |

PROJECT DETAILS

| | | | |
|-------------------------|--|--|--|
| Purpose | To relieve congestion on US 101, provide HOV lane for carpooling, and improve safety. | Description | Widen US 101 from Rohnert Park Expressway north to Santa Rosa Avenue; add HOV lanes; and reconstruct interchange and reconfigure local streets |
| RTP Goals | Mobility and Safety: saves travel time for carpools and transit, adds ferry capacity, and improves safety. | Planning Context | Sonoma Countywide Transportation Plan, May 2001 |
| Alternatives Considered | Mixed flow; No Build | <input type="checkbox"/> In Congestion Mgt Plan? <input checked="" type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? | Project Status Environmental PSR Status Completed Environmental Status Underway Project Sponsor(s) Caltrans Project Complete and Operational by Year 2007 |

TRACK 1 INVESTMENTS

SONOMA COUNTY

GOLDEN GATE

PROJECT / PROGRAM

RTP Reference Number 21903

Project / Program Non-capacity increasing improvements to street and road projects as identified in Sonoma County Transportation Authority Countywide Transportation Plan

Notes

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding \$0.0

Track 1 Funds \$14.9

 Total Project Cost \$14.9

PROJECT DETAILS

Purpose To relieve congestion, improve safety, enhance movement of goods, improve flow of non-highway traffic.

Description To be determined.

RTP Goals Mobility and Safety: relieves congestion, improves safety, improves flow of non-highway traffic; Economic Vitality: enhance movement of goods.

Planning Context SCTA Countywide Transportation Plan List - adopted May 11, 2001

Alternatives Considered N/A

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☒ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Future

Environmental Status Future

Project Sponsor(s) SCTA

Project Complete and Operational by Year 2010

TRACK 1 INVESTMENTS

SONOMA COUNTY
GOLDEN GATE

| PROJECT / PROGRAM | |
|----------------------|---|
| RTP Reference Number | 21904 |
| Project / Program | Widen US 101 (adding HOV lanes in each direction) from Old Redwood Highway in Petaluma north to Rohnert Park Expressway |
| Notes | |

| PROJECT COST AND FUNDING | |
|-------------------------------|---------------|
| (In Millions of 2001 Dollars) | |
| Existing Funding | \$0.0 |
| Track 1 Funds | \$27.0 |
| Total Project Cost | \$27.0 |

| PROJECT DETAILS | |
|--|--|
| Purpose | To relieve congestion, improve safety, enhance movement of goods, and fill HOV gap. |
| Description | Project will widen US 101 from Old Redwood Highway in Petaluma to Rohnert Park Expressway by adding an HOV lane in each direction. Improvements to ramps will be made as deemed necessary. |
| RTP Goals | Mobility: saves travel time for carpools and transit and adds freeway capacity. |
| Planning Context | SCTA Countywide Transportation Plan list - adopted May 11, 2001 |
| Alternatives Considered | Mixed flow lanes and No Build |
| <input type="checkbox"/> In Congestion Mgt Plan? <input checked="" type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? | |
| Project Status | Not Begun |
| PSR Status | Future |
| Environmental Status | Future |
| Project Sponsor(s) | CalTrans; SCTA |
| Project Complete and Operational by Year | 2010 |

TRACK 1 INVESTMENTS

SONOMA COUNTY
GOLDEN GATE

| PROJECT / PROGRAM | |
|----------------------|--|
| RTP Reference Number | 98147 |
| Project / Program | Widen US 101 (adding an HOV lane in each direction) from Marin County line north to Old Redwood Highway in Petaluma and convert some portions from expressway to freeway |
| Notes | Assumes \$90 million in state ITIP funding; companion to Marin County project #98154. |

| PROJECT COST AND FUNDING | |
|-------------------------------|---------|
| (In Millions of 2001 Dollars) | |
| Existing Funding | \$17.4 |
| Track 1 Funds | \$100.0 |
| Total Project Cost | \$117.4 |

| PROJECT DETAILS | |
|---|--|
| Purpose | With a companion project, to extend HOV lanes from Novato in Marin County to Petaluma in Sonoma County. |
| Description | This project adds 2 HOV lanes to US 101 from Route 116 (east) in Petaluma to the Marin/Sonoma County line making the freeway 6 lanes wide. It includes widening and seismically upgrading the Petaluma Bridge. It also includes bringing this section of highway up to freeway standards. This is a companion project with #98154 in Marin County. |
| RTP Goals | Mobility: improves travel time for carpools and buses. |
| Planning Context | US 101 HOV lanes were evaluated in the 101 Corridor Study in 1990 and 1997 Sonoma/Marin Multi-modal Transportation and Land Use Study. Both Sonoma and Marin Counties support widening if additional funds can be found, such as through the State's IIP funding. Included in 2001 Countywide Plan Project List. |
| Alternatives Considered | No Build, 2 HOV lanes+3 interchanges, 2 Mixed Flow lanes + 3 interchanges, 2 HOV lanes +2 interchanges, 2 Mixed Flow lanes + 2 interchanges |
| <input type="checkbox"/> In Congestion Mgt Plan? <input checked="" type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input checked="" type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? | |
| Project Status | Environmental |
| PSR Status | Completed |
| Environmental Status | Underway |
| Project Sponsor(s) | Caltrans |
| Project Complete and Operational by Year | 2014 |

TRACK 1 INVESTMENTS

SONOMA COUNTY
GOLDEN GATE

PROJECT / PROGRAM

| | |
|----------------------|---|
| RTP Reference Number | 98183 |
| Project / Program | Widen US 101 HOV lanes (adding an HOV lane in each direction) from Steele Lane north to Windsor River Road; includes River Road ramp improvements and northbound and southbound auxiliary lanes |
| Notes | |

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|---------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$43.0 |
| Total Project Cost | \$43.0 |

PROJECT DETAILS

| | | | |
|--------------------------------|--|--|---|
| Purpose | To add HOV lanes in most congested portion of corridor (2 mixed flow + 1 HOV lane in each direction), for a distance of 4.4 miles. | Description | This project would provide HOV lanes from Steele Lane to River Road in Sonoma County. Includes River Road interchange improvements. Would eventually be part of a continuous HOV lane system from Windsor in Sonoma County to Corte Madera in Marin County. Project intended to encourage carpool formation and be used by transit. |
| RTP Goals | Mobility: saves travel time for carpools and transit and provides additional freeway capacity. | Planning Context | US 101 HOV lanes were evaluated in the 101 Corridor Study in 1990 and 1997 Sonoma/Marin Multi-modal Transportation and Land Use Study. Toll lane feasibility was analyzed by MTC in the Sonoma County Rt. 101 Variable Pricing Study. HOV lane project included in 2001 Countywide Plan Project List. |
| Alternatives Considered | Mixed Flow Lanes and No Build | <input type="checkbox"/> In Congestion Mgt Plan? <input checked="" type="checkbox"/> In MTC's Blueprint? <input checked="" type="checkbox"/> In Countywide Plan? <input type="checkbox"/> In Traffic Congestion Relief Program? <input type="checkbox"/> In SalesTax Plan? | |
| | | Project Status | Not Begun |
| | | PSR Status | Future |
| | | Environmental Status | Future |
| | | Project Sponsor(s) | Caltrans |
| | | Project Complete and Operational by Year | 2010 |

TRACK 1 INVESTMENTS

SONOMA COUNTY
NORTH BAY EAST-WEST

PROJECT / PROGRAM

RTP Reference Number 98000
 Project / Program Route 37 traveler information system
 Notes Improvements identified in North Bay Corridor Study

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

| | |
|---------------------------|--------------|
| Existing Funding | \$0.0 |
| Track 1 Funds | \$0.3 |
| Total Project Cost | \$0.3 |

PROJECT DETAILS

Purpose To provide information on travel conditions to commuters and tourists using Route 37; provide capability to choose alternative routes; and provide future incident management capability.

Description A traveler information system on Route 37 could include loop sensors to collect speed and congestion data, closed-circuit television cameras, changeable message signs and traffic/visitor-oriented advisory radio.

RTP Goals Mobility: alerts drivers to traffic/travel conditions on Route 37.

Planning Context Recommended in the North Bay Corridor Study (March 1998)

Alternatives Considered More aggressive improvements to SR 37, including widening

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?
☐ In Countywide Plan? ☐ In Traffic Congestion Relief Program?
☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Not Required

Environmental Status Exempt

Project Sponsor(s) Caltrans

Project Complete and Operational by Year 2015

TRACK 1 INVESTMENTS

SONOMA COUNTY
NORTH BAY EAST-WEST

PROJECT / PROGRAM

RTP Reference Number 98145

Project / Program Operational projects on Routes 12/116/121

Notes Improvements identified in the North Bay Corridor Study

PROJECT COST AND FUNDING

(In Millions of 2001 Dollars)

Existing Funding \$0.0

Track 1 Funds \$5.5

Total Project Cost \$5.5

PROJECT DETAILS

Purpose To improve operations and travel safety and improve routes for trucks.

Description Operational projects on Routes 12/116/121 include intersection improvements at Route 116 and Adobe Rd. and Route 116/121; shoulder widening at spot locations along Route 121; and intersection realignment and possible signal at Route 121/Route 12.

RTP Goals Mobility and Safety: improve safety and operations in corridor; Economic Vitality: improves traffic flow for tourists and movement of agricultural goods via truck.

Planning Context Recommended in the North Bay Corridor Study (March 1998)

Alternatives Considered Scheduled, fixed route transit, SR 116 realignment, SR 37 widening all considered in NB Corridor Study

☐ In Congestion Mgt Plan? ☐ In MTC's Blueprint?

☐ In Countywide Plan? ☐ In Traffic Congestion Relief Program?

☐ In SalesTax Plan?

Project Status Not Begun

PSR Status Future

Environmental Status Future

Project Sponsor(s) Caltrans

Project Complete and Operational by Year 2020